SEPTEMBER 29, 1962. VOL. CCL. No. 3252. TWO SHILLINGS AND SIXPENCE

THE SPHERE

McVITIE & PRICE

Makers of Finest Quality Biscuits

EDINBURGH · LONDON · MANCHESTER

The essence of feminine elegance . . .

LES PARFUMS WORTH

JE REVIENS · VERS TOI · DANS LA NUIT · IMPRUDENCE

AVIA

OLYMPIC

SPORTS WATCHES

17 JEWEL SWISS LEVER MOVEMENTS

Drambuie

PRINCE CHARLES EDWARD'S LIQUEUR

BY APPOINTMENT TO HER MAJESTY THE QUEEN

TABLE SALT AND PEPPER MANUFACTURERS · CEREBOS LTD

Cerebos

Salt of crystal purity

BY APPOINTMENT TO HER MAJESTY THE QUEEN

SUPPLIERS OF PHOTOGRAPHIC EQUIPMENT

WALLACE HEATON

The Camera People

127 New Bond Street, London, W.1

The modern treatment for eye health

Optrex *the* EYE LOTION

TIO PEPE

THE SHERRY OF SPAIN

GONZALEZ BYASS

MOTOR UNION INSURANCE CO. LTD.

All classes of insurance transacted

10, ST. JAMES'S STREET, LONDON, S.W.1

MOTOR POLICIES

PUBLISHING OFFICE: INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/6

STEEL
SHAPES
TOMORROW

This brilliant new house in Surrey sho

Architects : *Katz, Vaughan and Partners*

Volume CCL No. 3252

LONDON, September 29, 1962

THE SPHERE

© 1962. Illustrated Newspapers Ltd. *All Rights Reserved.*

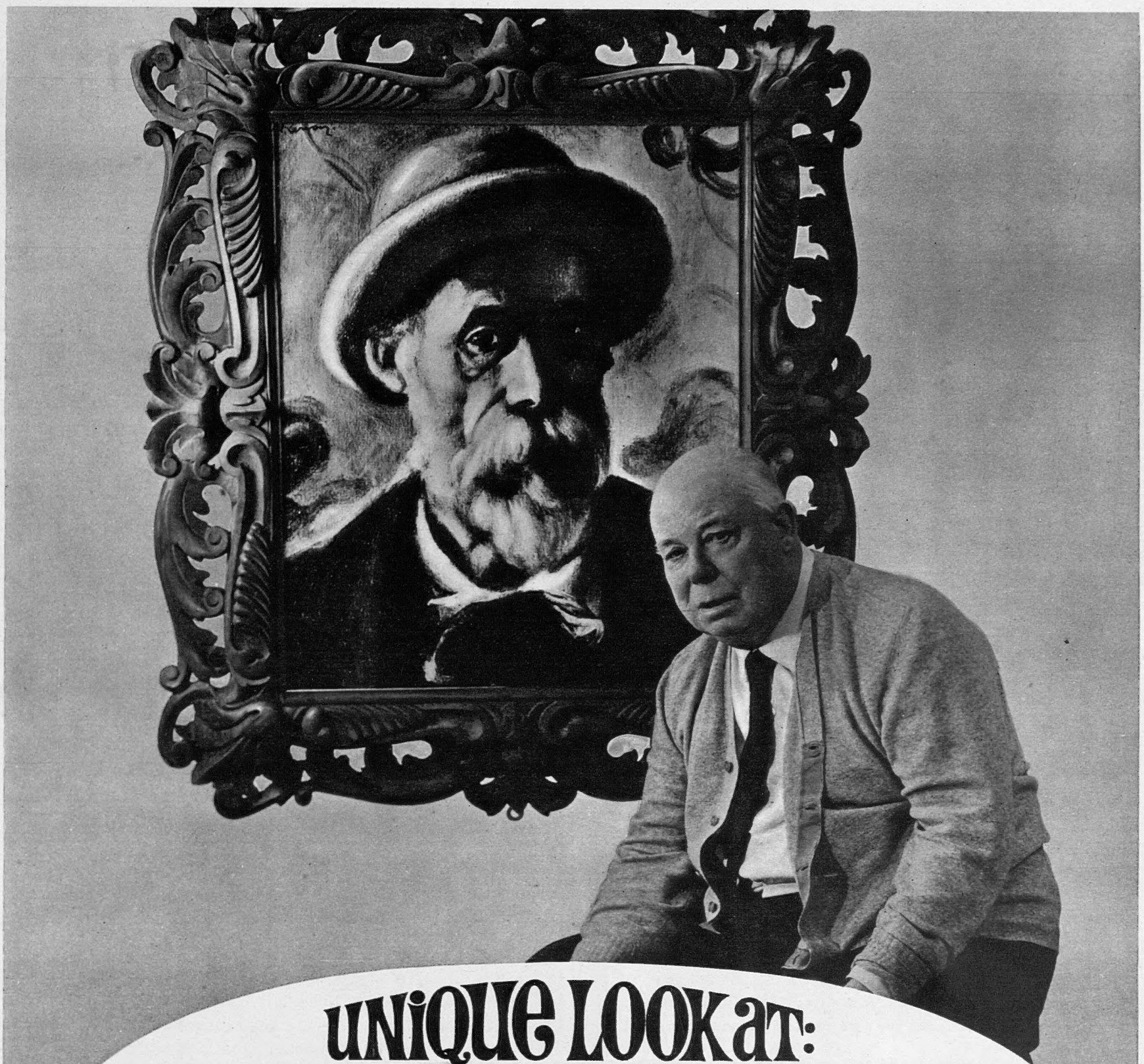
With which are incorporated *The Graphic* and *Black & White*

ASIANS AT THE U.N.

Sir Muhammad Zafrulla Khan (centre), of Pakistan, makes his inaugural address after his election as President of the U.N. General Assembly in New York. Left is U Thant, of Burma, the Acting Secretary-General of the U.N., and right is Mr. C. V. Narasimhan, of India, Under-Secretary in Charge of General Assembly Affairs. This was the first time in the history of the organisation that three Asians, a Buddhist, a Muslim and a Hindu, had occupied the dais. Immediately after taking office, the new President, who received 72 votes against the 27 of his nearest rival, Mr. Malalaskera of Ceylon, placed before the Assembly the application for membership of Rwanda, Burundi, Jamaica and Trinidad and Tobago. The new members were elected by acclamation, bringing the membership to 108. Uganda and Algeria were expected to be admitted later in the session. Sir Zafrulla Khan, Pakistani Foreign Minister from 1947 to 1954, is one of the few remaining links at the U.N. with the old League of Nations. He led the Indian delegation at Geneva in 1939. He was a close associate of Mr. Jinnah, the founder of modern Pakistan

Postage: Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 5½d.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.



UNIQUE LOOK AT: 'RENOIR, MY FATHER' BY JEAN RENOIR

Jean Renoir is world famous as a film director. Now he has turned biographer, and it is his own father he brings into focus—giving us a unique and privileged view of the great Impressionist. In a long satisfying life, Renoir completed more than 6,000 works. Canvases bearing witness to the charms of his misty, soft-coloured style hang in the most exalted places—from Buckingham Palace to the Louvre. Jean Renoir's book tells us more than we have ever learned before of his father's view of life. The most important and revealing passages make fascinating reading starting in the Sunday Telegraph October 7th.

COMING SOON: Later features to be published in this series include "To Katanga and back" by Conor Cruise O'Brien.

SUNDAY TELEGRAPH

FEATURES THE BEST IN SUNDAY READING

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever. ***

'Mummy, look at me!'

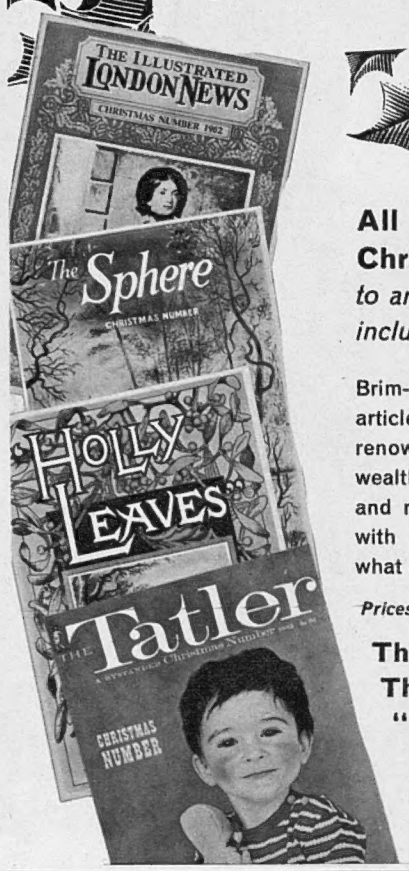
So excited. So confident, too. Because Daddy is there—right behind him, and Daddy he trusts. Today, it is learning to ride a bicycle. Soon, it will be school lessons, school fees. And, for that expensive time, you can put your trust in a Standard Educational Policy. Simply by spreading the cost out over the years before the bills come in, this policy lessens the financial blow. If now you would like to know exactly how this fee-and-easy idea works, we have just the leaflet you want. Write for it now.

'Yours for Life'

THE STANDARD
LIFE ASSURANCE COMPANY

Established 1825 · Assets exceed £300,000,000
Head Office: 3 George Street, Edinburgh
London Offices: 3 Abchurch Yard, Cannon St., E.C.4
57/58 Pall Mall, S.W.1

A splendid
out-of-the-ordinary
gift for your friends overseas



All four of these magnificent Christmas Numbers *can be sent to any address in the world for only 21/- including postage.*

Brim-full with superb colour plates, seasonal articles and unusual short stories, these world-renowned Christmas Numbers will provide a wealth of Christmas enjoyment for your friends and relatives overseas. A Greeting card is sent with every copy dispatched on your behalf—what a splendid way to say "Happy Christmas."

Prices include postage to any address in the world.

The Illustrated London News 5/8
The Tatler 4/- The Sphere 5/8
"Holly Leaves" 5/8

To catch overseas Christmas mails you should place your orders NOW with your usual newsagent or with any branch of W. H. Smith, Wymans or John Menzies.

BIRD BRAND

The "DUMPY" Dual purpose Hod

This new Hod has all the well-known Bird Brand features, including triple reinforcement at the shovel mouth and double at the base, it has a movable handle and is beautifully balanced. Make sure you ask your Ironmonger for a Bird Brand "Dumpy." it is a dual purpose Hod for either open or solid fuel fires. 6 hammered colours or galvanized, and carries a written guarantee.

Price 23/5

The well-known Bird Brand "Standard" Hod is also available at **26/9.**

DESIGNED FOR HARD WORK

For business friends or clients overseas—what better or more welcome gift?

From all points of view a subscription to "The Sphere" is *just right!* This intensely readable and magnificently illustrated journal is a gift that never misses the mark. Its arrival is looked forward to every week—a pleasant reminder of the giver—and we enclose a card with the first issue giving your name as donor. Subscription rates for 12 months £7. 14. 6. (Canada £7. 0. 6.)

Your regular bookstall or newsagent will arrange a subscription for you, or write to:

The Publisher, The SPHERE, Ingram House, 13-15, John Adam Street, London, W.C.2.

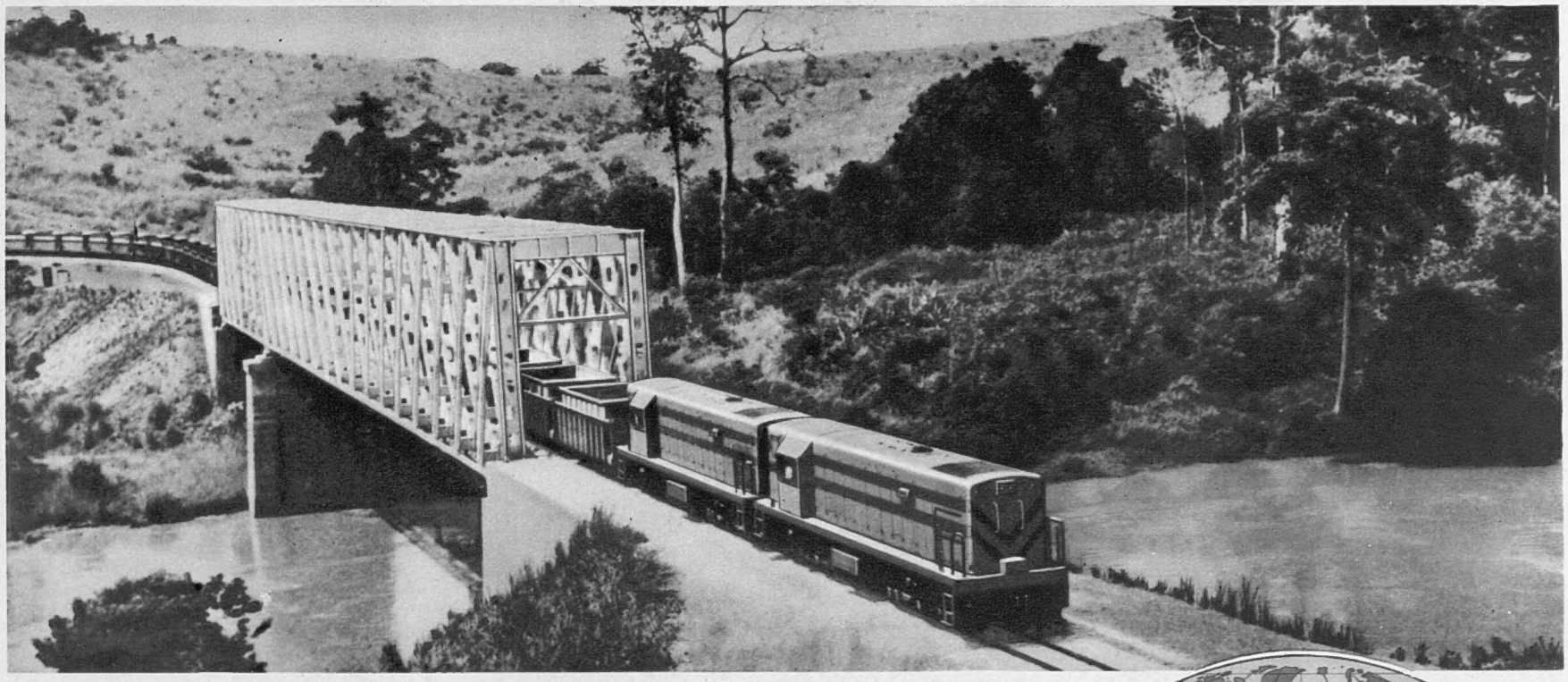
YOU can bring joy . . .

. . . to the 3,000 children in the 40 branches of the National Children's Home. The Home, nation wide but not nationalised, depends on voluntary contributions from people like you. Please give generously.

NATIONAL CHILDREN'S HOME

Send your contributions NOW to
The Principal,
The Rev. John Waterhouse, O.B.E.
Highbury Park,
London N.5.

At every moment somewhere in the world Taylor Woodrow is shaping the future



For you now, as you read, it may be breakfast time. Or late evening. But whatever the time, somewhere in the world Taylor Woodrow sites are bustling with activity. New nuclear power stations, dams, bridges, factories and office buildings and the rest—Taylor Woodrow projects encircle the globe. Taylor Woodrow's record of success is based on many things—teamwork, world-wide experience and resources, meticulous pre-planning, and the use of the most advanced construction techniques. These are the most fruitful when it is possible to "Tayplan"—that is, to collaborate with the client and his consultants right from the start, thus ensuring the utmost speed and economy consistent with quality construction to the client's own high standards.

INTER-NATION TEAMWORK IN CENTRAL AFRICA
Taylor Woodrow is a member of the international consortium responsible for the construction of the Comilog project—nearly 200 miles of railway for La Compagnie Miniere de l'Ogooue, much of it through mountainous and densely forested terrain. It will provide a direct line for the exploitation of manganese ore in the Gabon Republic. The other members of the consortium are La Compagnie Industrielle de Travaux of France, and the Utah Construction Company of the U.S.A.

TEAMWORK ROUND THE CLOCK

TAYLOR WOODROW

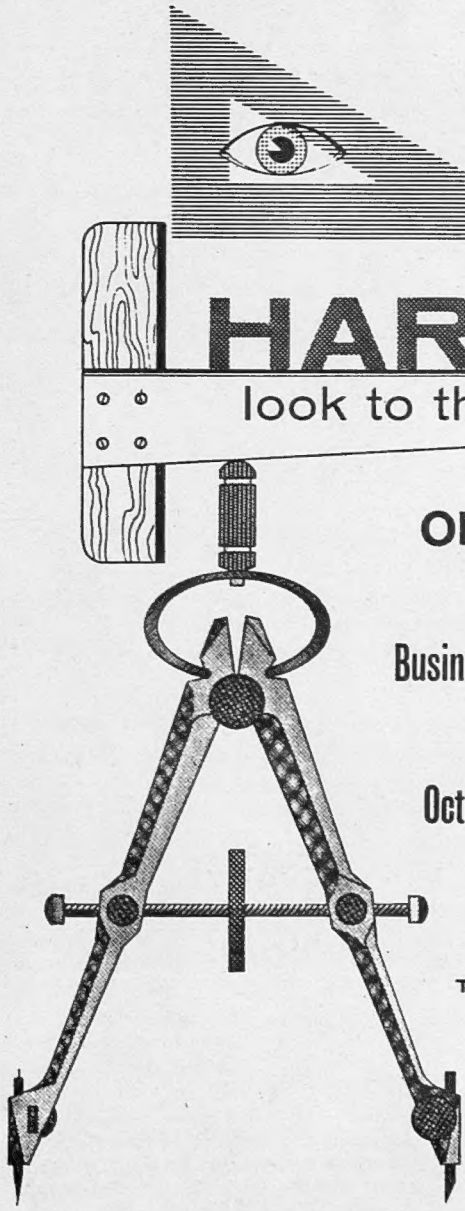
BUILDING, CIVIL & MECHANICAL ENGINEERING CONTRACTORS · 10 PARK STREET · LONDON W.1 · GROsvenor 8871

You never know who may drop in

With a bottle or two of Dry Fly Sherry you will be fully prepared for anyone. For Dry Fly—a *medium* dry sherry—is specially blended to cover the widest possible range of tastes. 18/6 a bottle.

Those who prefer a dry sherry should try CECILIA, *a delicate Amontillado; and for sweet tastes—* GOLDEN CHANCE, *a rich Oloroso Cream, both at 20/6 a bottle.*

GREET YOUR GUESTS WITH
FINDLATER'S SHERRIES



HARVEY
look to the future •

ON STAND 112
at the
Business Efficiency Exhibition,
Olympia
October 2nd—10th 1962

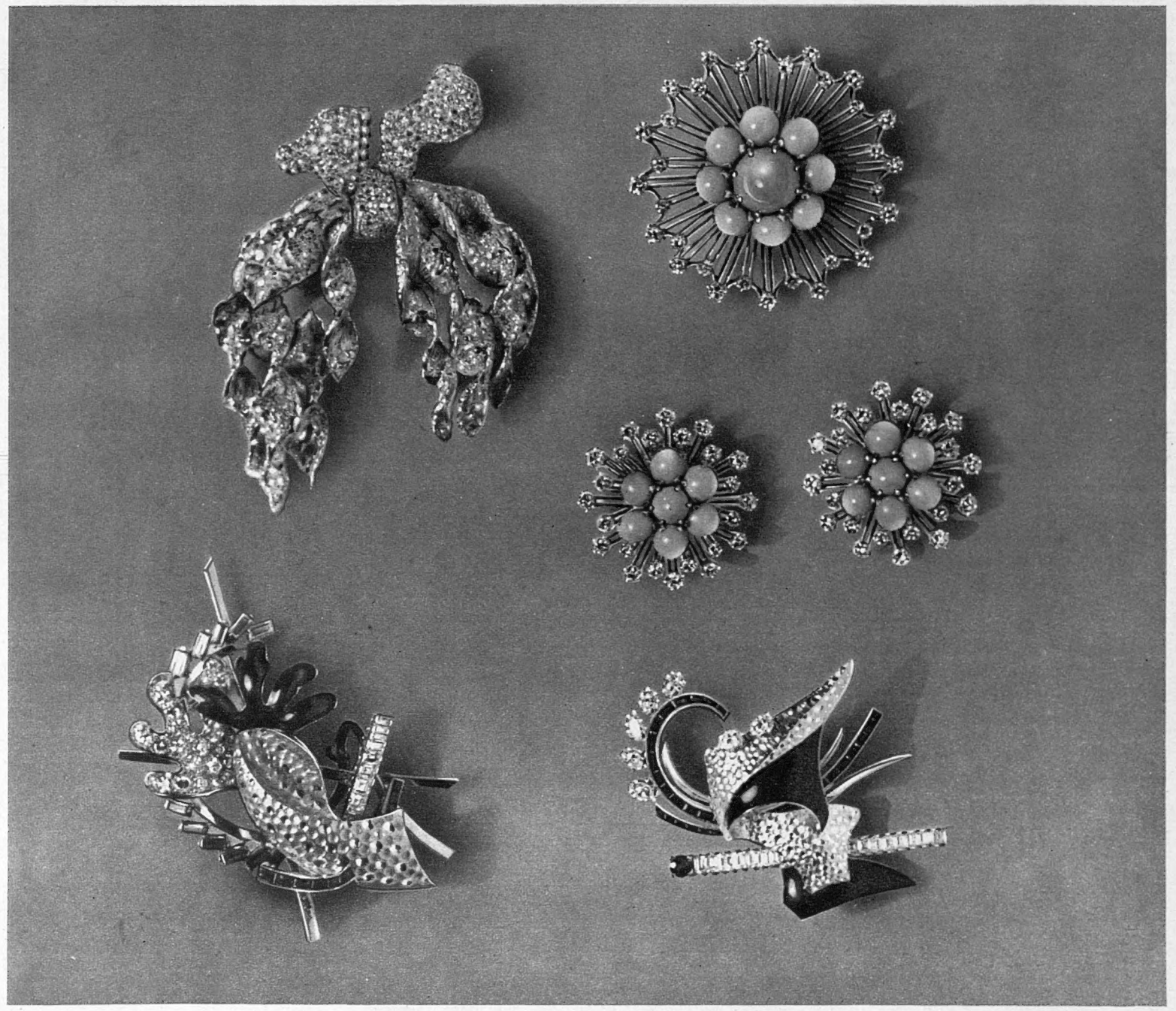
HARVEY
TODAY'S STATUS SYMBOL IN OFFICE FURNITURE

G A Harvey & Co (London) Ltd
Sales Head Office
Villiers House Strand London WC2
Tel WHItehall 9931/7

BY APPOINTMENT
TO HER MAJESTY THE QUEEN
GOLDSMITHS & CROWN JEWELLERS,
GARRARD & CO. LTD., LONDON

The Annual Jewellery Exhibition...

at **GARRARD** *October 3rd to 17th*



EACH year Garrard experts pay repeated visits to leading jewellery centres throughout Europe, keeping abreast of the brilliant new ideas now cascading from a once conservative industry.

Garrard's own entries to the Jewel of the Year Show will be returned just in time for the Exhibition, to compete for your attention with pieces from Rome, Paris and Milan.

The connoisseur of the rare and beautiful and those with an eye on the coming gift season will have boundless opportunities for admiration.

From the new range of Garrard abstracts.

Top Left : Brooch in gold, platinum and diamonds. £760.0.0.

Top Right : Brooch in turquoise and gold, a turquoise cluster centre, gold wire and diamond border, 18 ct. gold. £690.0.0. Matching earrings. £650.0.0.

Bottom Left : Brooch in rubies, diamonds, enamel and 18 ct. gold. £835.0.0.

Bottom Right : Brooch in gold, diamonds and enamel. £710.0.0.

GARRARD The Crown Jewellers

112 REGENT STREET W1 · REGENT 7020

Volume CCL No. 3252 LONDON, September 29, 1962

THE SPHERE

© 1962. Illustrated Newspapers Ltd. *All Rights Reserved.*

With which are incorporated *The Graphic* and *Black & White*

ASIANS AT THE U.N.

Sir Muhammad Zafrulla Khan (centre), of Pakistan, makes his inaugural address after his election as President of the U.N. General Assembly in New York. Left is U Thant, of Burma, the Acting Secretary-General of the U.N., and right is Mr. C. V. Narasimhan, of India, Under-Secretary in Charge of General Assembly Affairs. This was the first time in the history of the organisation that three Asians, a Buddhist, a Muslim and a Hindu, had occupied the dais. Immediately after taking office, the new President, who received 72 votes against the 27 of his nearest rival, Mr. Malalaskera of Ceylon, placed before the Assembly the application for membership of Rwanda, Burundi, Jamaica and Trinidad and Tobago. The new members were elected by acclamation, bringing the membership to 108. Uganda and Algeria were expected to be admitted later in the session. Sir Zafrulla Khan, Pakistani Foreign Minister from 1947 to 1954, is one of the few remaining links at the U.N. with the old League of Nations. He led the Indian delegation at Geneva in 1939. He was a close associate of Mr. Jinnah, the founder of modern Pakistan

Postage: Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 5½d.

NEWS SUMMARY

Sharp words at the U.N.; Atlantic rescue drama; the rail strike threat in Britain; Nationalists outlawed in S. Rhodesia; emergency in Ghana; visitors from two worlds in Yugoslavia

INTERNATIONAL

Lord Home arrived in **New York** during the weekend to attend the General Assembly of the United Nations. He was to confer with Mr. Dean Rusk and several other Foreign Ministers attending the Assembly. In the first week of the session, Mr. Gromyko, the Soviet Foreign Minister, delivered a fierce attack on America for its " war hysteria " against Cuba. Mr. Adlai Stevenson, the United States chief delegate, counter-attacked strongly, declaring Russia had subverted the Cubans to Communism and was " stuffing " Cuba with weapons out of all proportion to legitimate needs. Britain's attitude to Cuba was indicated by Mr. Reginald Maudling, Chancellor of the Exchequer, in a television interview from **Washington,** where he was attending the meeting of the International Monetary Fund. He said Britain shared U.S. feelings about the Communist build-up in Cuba but implied Britain would not support an economic blockade.

Early on Monday morning aircraft and ships were rushing to a point some 500 miles out from Ireland in the Atlantic where an American Super Constellation airliner with seventy-eight people on board had come down. Later in the day, it was reported at least fifty of them had been rescued, but some were injured. The airliner was flying from Gander, Newfoundland, to Frankfurt, West Germany.

GREAT BRITAIN

The executive of the National Union of Railwaymen announced that they would be staging a twenty-four-hour strike on October 3, to protest against the British Transport Commission's proposals for closing certain railway workshops. It was expected that, if the strike took place, the stoppage on British Railways, and the London Underground would be complete.

The report of the Royal Commission on the Press, set up under Lord Shawcross in February 1961 to inquire into the economic aspects of newspaper production was published last week. The report recommended, among other things, more teeth for the Press Council, and suggested that greater efficiency was possible in the production of newspapers.

AFRICA

In **Salisbury** last week, Sir Edgar Whitehead, the Southern Rhodesian Prime Minister, announced in a broadcast the outlawing of the Zimbabwe African People's Union, the main African nationalist party. Sir Edgar blamed Zapu for the recent wave of violence and sabotage. In dawn raids in many areas, police detained many Zapu leaders and seized stocks of explosives; the movements of two white members of Zapu, Dr. Ranger and Mr. Reed, both of the University College of Rhodesia and Nyasaland, were restricted. In all, 180 restriction orders were served, and 149 arrests made. The Government called up a battalion of territorial troops, and other reservists.

The leader of Zapu, Mr. Joshua Nkomo, who was in **Lusaka,** the capital of Northern Rhodesia, when the ban was announced, said that a government in exile would be formed in **Dar es Salaam,** Tanganyika, under the Rev. Ndabaningi Sithole, chairman of Zapu. Mr. Nkomo said that he would be returning to Southern Rhodesia and was prepared to be taken into custody. He denied that Zapu was connected with the violence, and warned his followers to be prepared for a long struggle involving " untold hardship and torture." The banning was followed by a wave of arson and sabotage, mainly in rural districts.

Railway workers at Melfort, near Umtali, in Southern Rhodesia, attempt to replace trucks after a derailment. This was one of the many incidents which occurred after the banning of Zapu, the African Nationalist Party

In another broadcast Sir Edgar Whitehead said that the banning of Zapu had created a vacuum that had to be filled by the positive action of people of goodwill of all races. Recent legislation has made it impossible for Zapu to be replaced by another party, as had previously happened. Mr. Garfield Todd, a former Prime Minister, called on Sir Edgar to " face realities " and negotiate with Mr. Nkomo.

Meanwhile, Mr. Butler's three-man team of advisers on the future of the Central African Federation returned to **London** after seven weeks in Central Africa, having finished their " on-the-spot " research. The banning of Zapu was not expected to make Mr. Butler's duties as Minister for Central African Affairs any easier.

President Nkrumah of Ghana declared a state of emergency in the capital **Accra,** with a 6 p.m. to 6 a.m. curfew, following bomb incidents in crowds celebrating the President's birthday, in which fifteen people were killed and 256 injured. The President also issued statements disassociating his Government from Press and radio allegations in Ghana accusing Britain, the U.S.A., France and West Germany of complicity in the bomb incidents. The visit of Mr. Nehru, the Indian Prime Minister, due to take place this week, was postponed. Mr. Nehru was on a four-day visit to Nigeria and would have gone on to Ghana.

In **Lagos,** the Nigerian capital, at the weekend, Chief Awolowo, President of the Action Group and leader of the Federal opposition, was placed under house arrest. This action was reported to have been taken on instruction from the Western Nigeria administrator, Dr. Majekodunmi.

ARGENTINA

One of the most topsy-turvy of Argentinian political crises appeared to have reached a pause last weekend. The civil conflict around the capital, **Buenos Aires,** came to a halt when the rebel-turned-loyalist force of General Juan Carlos Ongania defeated rival military factions. For his part in the events, General Ongania was named as the provisional Commander-in-Chief of the Army. Although President Guido was able to remain in office, many of the prominent members of his Government resigned. It was generally agreed that the conflict was caused by political manœuvring among the various military leaders.

YUGOSLAVIA

Visitors from both the Free and the Communist blocs arrived in Yugoslavia this week. Mr. Frederick Erroll, Britain's President of the Board of Trade, came as the guest of the Yugoslav Government to tour a number of industrial centres. Before setting out from **Belgrade,** he saw President Tito. The official visit of President Brezhnev of the Soviet Union, began on Monday. His presence is regarded as a sign of the improved relations between the Communists of Yugoslavia and Russia.

TRINIDAD AND TOBAGO

A Government White Paper published last Saturday, reports that early this year in discussion between the Governments of Trinidad and Tobago and Grenada it was agreed Grenada should have associate statehood with Trinidad for a trial period of nine years. (An exclusive interview with Dr. Williams, the Prime Minister of Trinidad and Tobago, is on pages 464–465.)

THE NEWS IN PICTURES

Skipper George Forman (second from left), of the fishing vessel *Faithful*, explains the workings of his nets to Princess Margaret and Lord Snowdon during the Royal couple's visit to Peterhead Harbour, Aberdeenshire. During their short tour of the Scottish county last week, Princess Margaret and Lord Snowdon were welcomed by large and enthusiastic crowds. Princess Margaret opened the new £450,000 Fraserburgh Academy and the Maternity Wing of Peterhead Cottage Hospital

PRINCESS MARGARET AND LORD SNOWDON ON BOARD A SCOTTISH FISHING VESSEL

SEGREGATION IN THE DEEP SOUTH

Left: In Oxford, Mississippi, Mr. James Meredith is escorted by marshals after the Governor of Mississippi had rejected his application to become the first Negro to attend the University of Mississippi. The Governor's decision last week provoked one of the most crucial struggles between the Federal and State Governments over racial de-segregation. President Kennedy used the 100th anniversary of the signing of the Emancipation Proclamation, which freed slaves, on September 22, 1862, as an opportunity to praise the American Negro for his "quiet and proud determination"

Right: Mr. Macmillan and General Ne Win, the Prime Minister of Burma, shake hands outside Admiralty House in Whitehall. In the background is Mrs. Ne Win. The General and his wife, in Britain on a private visit, had lunched with Mr. Macmillan and Lady Dorothy

A VISITOR FROM BURMA

THE LIBERAL PLATFORM

Members of the National Executive of the Liberal Party applaud their leader, Mr. Grimond, after his speech at the closing session of the party's conference in Llandudno in North Wales. Among resolutions passed at the conference was one of support for Britain's entry into Europe. During his speech Mr. Grimond said of Mr. Gaitskell's appearance on television last week that it "would have been a credit to any Conservative Prime Minister." Mr. Gaitskell had appeared the day after Mr. Macmillan, who had been speaking to the nation about the Commonwealth Conference, the impact of which on the parties was beginning to be felt. The strength of Commonwealth doubts on the E.E.C. had caused concern in the Tory Party; but the communiqué issued at Marlborough House was considered in most quarters to be a cautious green light for the Government in the Brussels negotiations and would help Mr. Macmillan through the Tory Party Conference. The Labour Party Conference, which opens next week in Brighton, promises to be more controversial, with between 40 and 80 Labour M.P.s appearing to oppose Mr. Gaitskell's criticisms of the terms of entry to the E.E.C.

PREPARING TO BREAK RECORDS AT A LONDON EXHIBITION

Among vehicles of many kinds, final preparations are made for the twenty-first Commercial Motor Show at Earls Court in London. This international show was opened last week and ends on September 29. The opening ceremony was performed by Sir William McFadzean, Chairman of the Export Council for Europe. There are over 400 stands in the exhibition showing a wide range of vehicles and trailers and various accessories and components. The strength of the British industry is fully displayed and there are some contributions from France and Germany. The Commercial Motor Show is organised every two years by the Society of Motor Manufacturers and Traders. This year it is believed to be the largest single display of commercial vehicles ever seen, and it is expected all records will be broken for attendance and business done. (A special illustrated section regarding the Show was contained in *The Sphere* of September 15)

MR. HEATH STARTS THE NEXT ROUND IN BRITAIN'S NEGOTIATIONS FOR ENTERING THE COMMON MARKET

On his arrival at London Airport M. Eugen Schaus, the Luxembourg Foreign Minister, emphasises a point while talking with Mr. Edward Heath, Britain's Lord Privy Seal and Chief Common Market negotiator. The Luxembourg Foreign Minister had come for talks about the next round in Britain's negotiations in Brussels and he and Mr. Heath had several long conversations at Chequers

Far right: Dr. Luns, the Foreign Minister of the Netherlands, is another arrival at London Airport for Common Market talks with Mr. Heath. Their discussions followed those Mr. Heath had with M. Schaus. Dr. Luns will take over the chairmanship of the Council of the European Economic Community from M. Schaus when British talks with the Council are resumed early next month

Ian Simpson, of Gillingham, Kent, one of the winners of the Lord Mayor of London's Art Awards, discusses his prize-winning painting with Sir Frederick Hoare, the Lord Mayor, in Guildhall. The awards are given for paintings of scenes in the City of London

ART AWARDS IN LONDON

Far right: Dr. Alexander L. Sheff, President of Speedwriting Inc., U.S.A., talks to Lady Lewisham and Sir Miles Thomas, at the opening of the London School of Speedwriting in Oxford Street. Dr. Sheff, an expert on business education, has developed this system of shorthand, using the twenty-six letters of the alphabet instead of specially devised symbols. (Further pictures, see page 493)

SCHOOL OF SPEEDWRITING OPENS

THE NEWS IN PICTURES

QUEEN JULIANA IN HER COACH GOES TO OPEN PARLIAMENT IN AMSTERDAM

The golden coach of Queen Juliana of the Netherlands and Prince Bernhard proceeds through the wet streets of Amsterdam for the opening of the Dutch Parliament in the Hall of Knights. In her speech from the throne Queen Juliana paid tribute to those who fell in performance of their duties in West New Guinea. She said that the Government hoped that a happy future would be in store for the Papuans, for whom the U.N. had accepted responsibility. The Netherlands would welcome improved relations with Indonesia. The Queen went on to say the Government deemed it most important that Britain, in particular, but also other states, should accede to the European communities, and that agreements concerning association with the communities be concluded with those countries that could not accept full membership. The result of the present negotiations would have a considerable effect on the Governments concerned in reaching agreement on the main outline of future political union

A SILVER BELL FOR NORWAY'S RULER

The silver ship's bell, 6 ins. in diameter, which was presented to King Olav of Norway by the shipbuilders and ship repairers of the north-east coast of England on the opening day of "Gateway to Britain Week" in Bergen. The ornamentation on the bell is copied from the illuminations of the Lindisfarne Gospels. **Far right:** King Olav of Norway (left) leaves the "Gateway to Britain Week" exhibition with Bergen's Mayor, August D. Michelsen, and Dr. Espelid (hat in hand) of the organising committee. The Week was organised as a sequel to the successful "Norway Week" held in north-east England in October last year

KING OLAV AT "GATEWAY TO BRITAIN WEEK" IN BERGEN

Below right: Mr. Edward Kennedy and his wife Joan smile in the voting line at Charles Street Meeting House in Boston, U.S.A., to cast their ballots in the Massachusetts primary election for the Democrat nomination to the Senate. The election result showed a two-to-one victory for "Teddy" Kennedy over his rival, Mr. Edward McCormack, Jnr. Although the election took its character very much from the rivalry of the two Boston-Irish families, the victory of the President's youngest brother had national implications as fears of a dynasty were likely to be played upon by the Republicans in November's Senate elections

ANOTHER KENNEDY ENTERS THE U.S. POLITICAL ARENA

Far right: Crown Prince Muhammad al Badr, the new Imam of Yemen. His father, Imam Ahmad, died last week. After the assassination attempt last year, in which Imam Ahmad was wounded, wide powers were delegated to the Crown Prince. In a broadcast the new Imam promised "modern reforms" for his Red Sea kingdom

THE NEW IMAM OF YEMEN

Off Newport, Rhode Island, at the start of the first race of this year's series for the America's Cup, *Gretel* (left) and *Weatherly* manœuvre in opposite directions

THE AMERICA'S CUP

After the fourth race last Saturday of this year's series for the America's Cup, *Gretel*, Australia's first challenger for the trophy, was three-one down to the U.S. defender, *Weatherly*. But she was giving the Americans one of the closest runs ever known. The series are decided on the best of seven races. In that fourth race, *Weatherly* finished a mere 26 seconds ahead, the narrowest finish recorded in the 111 years' history of racing for the cup. The previous closest was in 1893 when the American *Vigilant* beat the British challenger *Valkyrie II* by 40 seconds on a thirty-mile course. In this year's series, *Weatherly* won the first race, in a stiff breeze, by three minutes and 46 seconds; *Gretel* won the second race, also in good sailing

In the first race, the Australian challenger *Gretel* heels over in the fresh breeze

Almost hidden by a wave, *Gretel* returns victorious after

With her crew hanging over the side, *Gretel* (foreground right) races in close company with *Weatherly* in the second race

weather, by 47 seconds; and in the third race, *Weatherly*, in light airs and smooth waters, won decisively by eight minutes and 40 seconds. Most observers agreed that the American yacht was superbly sailed by "Bus" Mosbacher and appeared to have a definite superiority when going to windward, but that *Gretel*, sailed by Jock Sturrock and brilliantly crewed, seemed to have an advantage during the reaches.

ond race

The Australian challenger is photographed from the air

JOHN CONNELL

A PERCH IN PALL MALL

From the windows of a library which I use a good deal—itself one of the loveliest rooms in London—there is a long, raking view of the courtyard of Marlborough House. Queen Mary of blessed memory was, throughout the years of her widowhood, our stately and gracious neighbour. During recent weeks this pleasant, eminently civilised example of English domestic architecture at its best has been thrust off the plane of history into the flaring lights of contemporary news at its most complicated.

While the Commonwealth Conference was in progress I discovered a certain wryly nostalgic fascination in standing at one of those windows and watching the odd, brisk comings and goings. The prospect (thank goodness) lacked the macabre intimacy of the television cameras; in its topsy-turvy fashion it recalled for me a succession of Royal funerals, watched with just this mixture of propinquity and decorous withdrawal.

The flags (ask anyone over fifty to identify more than five of them and you may find out why some Commonwealth politicians believe that the British do not take them and their affairs with quite the required seriousness) fluttered bravely in the autumnal wind. The plump little redcaps of the W.R.A.C. bustled bossily hither and thither, and from time to time the public address system—that disembodied summoner to doom—mooed out its melancholy and only semi-comprehensible instructions: "The car of the Prime Minister of Bumblebee," "His Excellency the Bong of Wong's car," and the long, sleek, black limousines manœuvred smoothly to the portico. Why did I find it so dolorous a spectacle? Why did I expect every minute to hear the first, plangent notes of the Dead March from "Saul"?

I think because I was witnessing—despite Lord Jebb's bland protests—a very classy wake. The final communiqué, which was issued after rather more protracted discussion than seemed either seemly or prudent, was steeped in the unctuous anxiety of the family solicitor's preliminary statement to the relatives before he opens the will, which he knows perfectly well is going to precipitate a whale of a row.

Commonwealth Conferences in the last year or two have become—for those who participate even more than for those who watch them—sombre experiences. They once were intimate, intensely valuable conclaves, attended by a few men deeply versed in public affairs, linked by countless ties of personal friendship, understanding, trust and shared loyalty. Those who brush those ties aside nowadays as outworn sentimentality might reflect on Suvla, on Thermopylæ and on Keren heights, and ask themselves whether men achieve this kind of unity for trivial, transient, sentimental reasons. This month's Conference was a hideously publicised jamboree of jabber.

Mr. Macmillan and Mr. Butler leave Marlborough House after the final discussion on the Common Market at the Commonwealth talks

It is now perfectly clear that the United Kingdom Government went to the Conference in a mood of quite unjustified optimism. It was, I suspect, an exaggeration—but a pardonable exaggeration—to say that the evening during which Mr. Macmillan became aware of the extent and depth of Commonwealth hostility towards and resentment against both the act and the manner of Britain's attempt to join the European Economic Community was worse than the Suez crisis at its height. There was in it, however, the same sudden, desperate cracking of illusion: the course on which we were launched was in a bleak moment seen to be rough, hazardous, possibly disastrous; and it was too late to go back and take an alternative course. Beyond that the analogy with Suez cannot be pressed. Mr. Macmillan is not Lord Avon. I once described Lord Avon as a Hamlet whom history had miscast as Henry V. Mr. Macmillan, now that fate has inevitably stripped him of those deceptively flippant Edwardian fripperies, is a Macbeth—a good, intelligent, resolute man in the grip of a grim obsession. And in Lord Salisbury, I might add, he has his Banquo.

His task since 1959 has been to drag a reluctant and only half-awakened Britain into the second half of the twentieth century, to break the miasma of false values and phoney security with which we have been surrounded for close on a decade. Such a responsibility is, like fighting a war (in General Wolfe's phrase), "an option of risks." He has tackled it with courage and a good deal of percipience. The flaw in him which has brought him to a tragic impasse is that, until too late, he did not realise that he might have a choice of immense importance to make; in fact, I think, he could not and would not admit that there was a choice at all; and even now he and his closest colleagues and advisers are trying to slur over the idea of choice. This, it will be remembered, was Macbeth's failing; Hamlet's was that there were so many choices that he could not make up his mind.

Mr. Macmillan persuaded himself that, regardless to all intents and purposes of the terms of adherence, the United Kingdom must enter the European Economic Community, and that the Commonwealth—this loose, diffuse, multi-racial, constitutionally indefinable entity—would thereafter jog along as before. It was and is, in his view, essential to enter the Community; and this he believes to be the only possible course. If, as is now demonstrated by this month's Conference, the Commonwealth won't jog along as before, then there is still no question of choice in his mind. That is why he—along with all the other responsible, earnest and now intensely impassioned advocates of entry at any price—says again and again to anyone who has serious and saddening reservations: "What is your alternative?"

This for Mr. Macmillan ends the argument. There is no easy alternative now—there was, but Mr. Macmillan's policy of placid drift followed by frantic scurry has made it completely unfeasible—and therefore the Commonwealth must, when all the floury phrases of the communiqué are dusted away, lump the decision that Britain has already taken; and there will not be another Conference—of this kind, anyway.

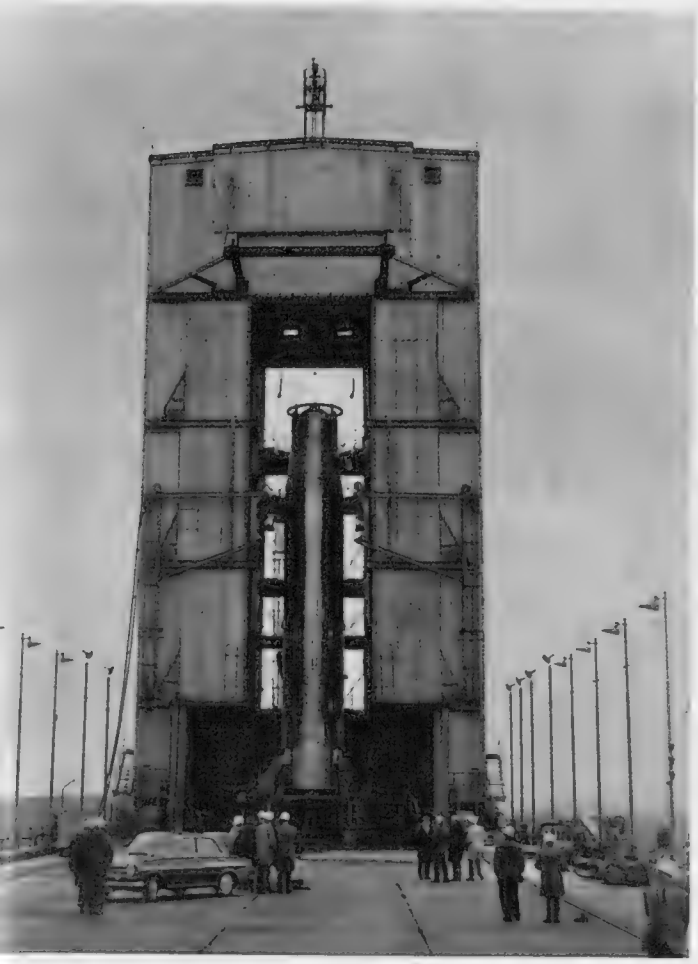
The emotional shock has lain in the vehement fashion in which the members of the Commonwealth have expressed their unwillingness tamely to lump it, as requested. On the other hand, it is almost certainly true that the louder the yelps and squeals of protest, the smaller the real pain and damage. There are some who have got it into their heads that if Britain, does anything at all in her own interest it is bound to be against theirs. This conviction has led them to reject the suggestion of associated membership status.

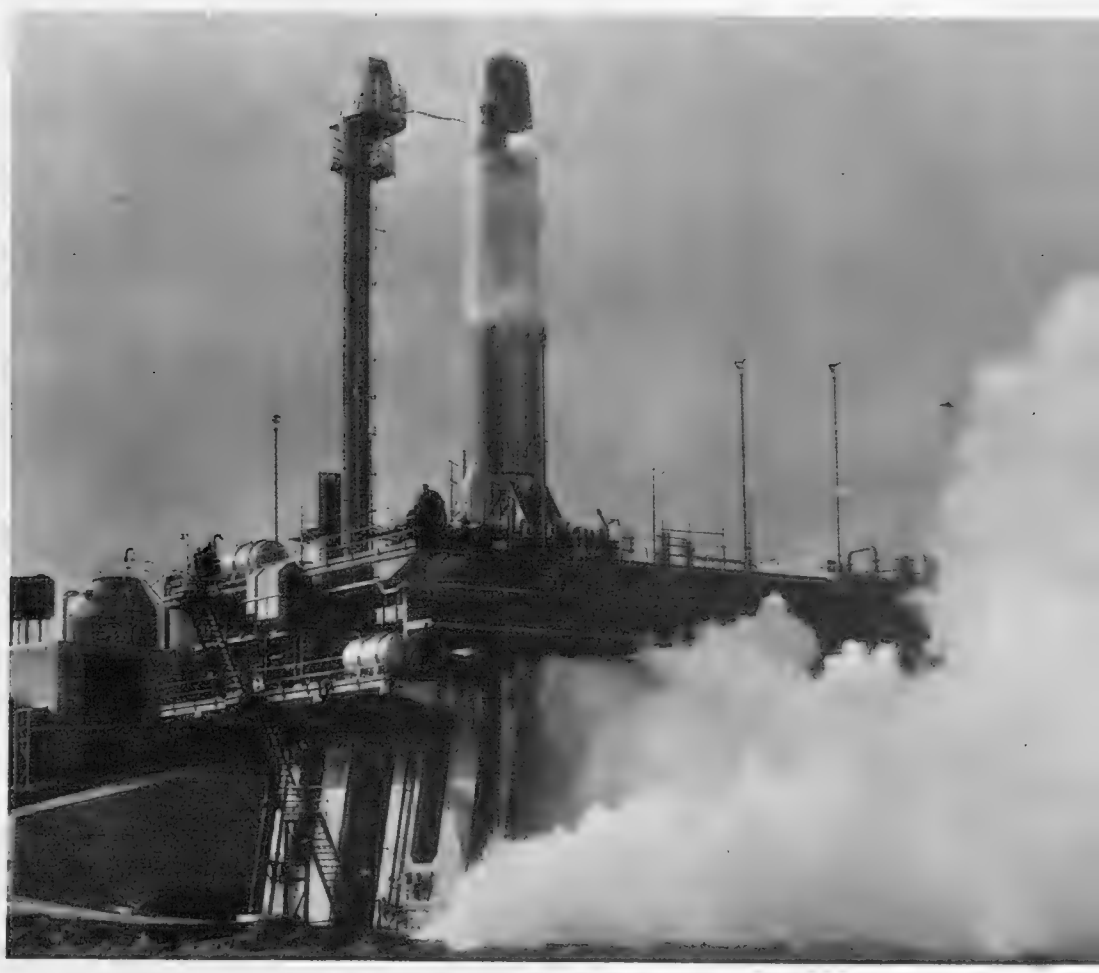
Mr. Nehru's attitude is subtler and sadder, and not nearly as wrong-headed. What he fears is that the European Economic Community will become a superior white-men-only club, retaining and consolidating the benefits of Europe's wealth, and technical, industrial, scientific and economic skill and drive for itself, and not—as he has long and earnestly desired—spreading them throughout the hungry, ever more populous continents where millions exist far below the margin of subsistence. In the long historical perspective, he may well be right; the deepest, strongest impulses which have created the European Economic Community are those of self-defence and self-preservation. At levels in our being of which we are hardly aware and—steeped as we are in the liberal idealism of close on two centuries—the admission of whose existence shames and dismays us, we as Europeans are frightened of the encroachment of those millions on our homes, our way of life, our culture, our civilisation. We are, therefore, preparing to pull back into our citadel.

It is at this point in the analysis of what has happened and is happening that the tragedy of Mr. Macmillan, and with him of ourselves, the people of Great Britain, ought to become apparent. Since we have left ourselves no alternative, since we rejected the very idea of choice, we now find ourselves face to face with the question: what is to become of our association with the three remaining members of the "old" Commonwealth—Canada, New Zealand and Australia?

This cannot and must not be allowed to remain on the unseemly level of "a problem of temperate region foodstuffs" and of the necessary adjustments to be made in various national economies before 1970. The porter in *Macbeth* supplies necessary comic relief; but he does not dominate the tragedy. There is a rueful humour to be extracted from the sophistical jargon of civil servants with an academic interest in economics; but this must not be allowed to distract attention from the essentials. Macbeth's tragedy was not simply that he killed Duncan; it was that he swiftly and horribly suffocated his own natural loyalties.

The British Empire and Commonwealth was built, grew great, and survived fearful dangers and defeated fierce challenges, not for suitable arrangements for prices for temperate foodstuffs, but for and with intangibles, the most fundamental of which were our shared loyalties. Now, deliberately we, the British, have destroyed faith in those shared loyalties. This is the stain on our honour which none of the glossy, seductive polish of a European *Zollverein* will erase.





The photographs on this page show tests on Blue Streak rockets at the Ministry of Aviation's Rocket Establishment at Spadeadam, twenty miles north-east of Carlisle. **Above left:** A rocket is in a servicing tower. **Above right:** The engines are being tested on a test stand. **Below:** A general view of the Blue Streak test site. The control room is in the centre foreground. Beyond it are the two tanks of the effluent lagoon and three test stands. Blue Streak, originally intended as a weapon, is undergoing development and static testing as the first stage of a three-stage European satellite launching vehicle. The rocket is made by de Havilland Aircraft and powered by two Rolls-Royce RZ2 engines

ROCKET TESTS IN CUMBERLAND

A pattern of this year's harvest. The aerial photograph taken near Chevening, in

Above: The tower block of Lee House, on the corner of London Wall and Wood Street in the City of London. The tower has glass and aluminium walls except for the two lower floors which are constructed of Portland stone, glass and coloured mosaic. **Left:** Three murals in glass fibre on a wall of Lee House overlook a landscaped garden and a paved area. The new block, a feature of Barbican, was built for Metropolitan and Provincial Properties Ltd. by Taylor Woodrow Construction Ltd. and finished ahead of schedule

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

QUOT HOMINES. . . . Long, long ago now the British Premier opened the ball at Marlborough House, and the delegates got down to the work of exploring the avenues. The issue was immediately joined in the correspondence columns of the Press by scores of pundits not asked to the party. Few of these saw any need to explore avenues or wait for details. Their minds had long been unalterably made up—*pro* or *con* joining the Market. Their *absolute* conviction (*pro* or *con*) did not make it easier for the man in the street to make his own mind up or suggest that the avenues of Marlborough House would be very seriously explored. One was early led to believe that argument would play little part in making converts at Marlborough House, but, in fact, lobbying and private sessions justified a resumed full session on September 17. If ever the electorate is invited to approve the decision made, it will have no more to go on than had the suitor left to decide the choice between the silver and the leaden casket. Certainly a jury has a better chance of arriving at a just and right verdict from the judge's balanced summing-up than from the confident advocacy of counsel for the prosecution or defence. Perhaps that justified Mr. Gaitskell in postponing his summing-up to a later date. How easy it would be for you and me to make our minds up if, with the claims and just anxieties of E.F.T.A. and the Commonwealth satisfied, Britain could enter the European alliance *economically* and reserve for a few years the right of veto on demands for surrender of political sovereignty. But it is not to be as easy as that for us; and even if it were, our trade benefits will be secured not by a signature on a document but by sweat and infinite hard work alone.

SYNTHETIC MAGIC. I am thankful that I was not asked exhaustively to review Anthony Sampson's *Anatomy of Britain.* It would be easy enough to call it a journalistic *tour de force,* having regard to the speed at which it was written, the immense industry (and courage) needed to dig out facts concerning so many of our institutions and fields and spheres of activity, and to compliment the author on his high percentage of accuracy. He has supplied the daily journalist with a human, adequately authoritative and amusing " Whitaker " to stand on his writing-table. I look forward to a sequel dealing with many important national fields which he has not yet explored. What a project to plan, to grapple, to gallop through in a matter of months; the sheer impudence of it, the remarkable success! Today I will notice one only of his facile but meaty summaries of our national institutions: television, and how it has come to stay. Its mobile column has barged through the middle of our old institutions, by-passing Parliament by bringing major discussion straight to the viewer, so that even the Cabinet must bother more about the screen than the back benchers; toppling over the pulpits to bring the bishops to join the throng of professors, footballers, diplomats, jugglers, industrialists and compères who convert their particular themes into a nicely-blended all-day-long recreational programme for Mr. Everyman. " Recreational," because its educational value is so small—the faces remain public figures; what they spouted is instantly forgotten. A few men have mastered the machine's technique, and their " synthetic magic " can turn themselves and scores of nonentities into national heroes. Into remotest villages TV projects a classless society speaking Americanised English and enjoying lush ways of life, yet making the fullest commercial capital out of Royalty and ancient monuments with the aid of semi-religious adulation or " *Son et Lumière* " sentimentality. All as slick and decent and class-less as be damned;

ws damage caused by high winds last month

Young visitors to the National Maritime Museum in Greenwich study uniforms for a special exhibition next year

and its synthetic magic is still in its infancy. I think the red-brick universities will have a useful job to do when they are built for many years to come.

THE GREAT ILLUSION. For some time the English public schools have been attempting to break down in a small way the barriers of prejudice and ignorance of " how the other fellows live," by exchange of visits by sixth-form boys to the homes of miners and other industrial workers and similar return visits to the schools. And among public schools, Marlborough is well in the van in this sensible effort to dissipate the " two nations " illusion in its " social " aspect at least. The illusion is kept alive nowadays entirely by an old prejudice and a very slowly-dissipating ignorance. For the truth is the " two nations " have no basic differences at all in their way of life, and very much less difference in their attitudes to life. Their tastes are more nearly akin than ever before and in terms of " money to spend," the sixth-former is by no means the more fortunate in comparison, and school life at Eton is certainly no feather-bed in antiquated buildings. The artificiality and lack of realism in these surviving prejudices are entirely due to ignorance which such exchange visits must help to remove. To my mind, it is utterly deplorable that Tory Governments continue obstinately to keep " the doleful feud alive " in trifling (but tremendous) adherence to protocol and traditions long outworn. Quite unnecessarily the Premiers continue to recommend new hereditary titles and to promote ambitious peers to higher grades, saddling more and more of the young and unproven with the handicaps and class distinction of " a handle to their names." Still, as of old, many now purely picturesque appointments are allotted not on merit alone but on the possession of an aristocratic air with which to carry off the fancy-dress functions. Why on earth cannot the old men at the top of the Establishment meet the schoolboys half-way in the important aim of breaking down these barriers of prejudice and ignorance? I go on asking the question, and expect no satisfaction under Tory government.

H.M. LIEUTENANTS. Someone asked me the other day what was the procedure in the appointment of H.M. Lieutenants in Scottish counties. The holders of these offices today are all Scotsmen. The appointments are, of course, made by the Sovereign, no doubt after asking advice from the Secretary for Scotland, perhaps from retiring Lieutenants, County Council Conveners, and so on. This question led to a wider speculation as to similar appointments in English counties. It is an ancient office dating from Henry VIII. H.M.'s Lieutenant is the military head of the county and *custos rotulorum*, and usually recommends appointments to the Bench. An honorary appointment under the Great Seal, presumably made after advice taken similar to that in Scotland, it used to be held for life but more recently it has been found desirable to impose an age limit. Aged and cantankerous Lieutenants sometimes proved tiresome. Each county has a Vice-Lieutenant and a remarkably generous supply of Deputy Lieutenants whose " duties " today are nominal (in a small county non-existent), but military men alone qualify for the honour. Before the Territorial County Associations were set up about 1907, each County Lieutenant was expected to find at least twenty Deputy Lieutenants from an exclusive category in his county; a candidate must be either a peer or a peer's heir, possess an estate in land in the county of £200 or more or an income of £200. Often the Lieutenant found it necessary to scrape the county barrel. Most of us could qualify today in fitness for this high office, financially, at any rate, if those qualifications still obtained. It is one of those relics, belonging to our national museum of antiquities, which is still kept alive, and many a worthy retired colonel or major enjoys his " D.L. after his name " and sometimes bombards his Lord Lieutenant to grant it him. H.M. Lieutenants, whether indigenous to their counties or not, are, like Garter Knights, still chosen with one eye on their fitness to wear their " robes of ceremony " with appropriate dignity. As with the Garter, so with the Lieutenancy, merit *is* considered nowadays, but rough-hewn merit is " not enough."

TO ENTERTAIN DISTINGUISHED VISITORS. No limit, it seems, is set to the number of London's palaces and historic buildings urgently needed for the entertainment of distinguished visitors from overseas. Not long ago, we supposed that Stafford (or Lancaster) House was large enough to serve that purpose. But no; Marlborough House and the Banqueting Hall have already been requisitioned, and no doubt there are more to come. The London Museum's exciting and instructive relics (or some of them) were sent packing to Kensington, and now the Curator of the former United Services Museum (now closed) is looking for some (temporary) resting-place for his exhibits. It is certain that many of the less important will disappear and be forgotten. I mourn for Captain Siborne's rather dusty but always exciting plan of the Battle of Waterloo in its last phase. It won't move easily. It is already a little shop-soiled. It has in the past given me several thrilling hours of study. It represents a fact of history reconstructed by a man who in 1831 was best qualified to paint the scene with accuracy. Many *writers* have had a stab at it since, but none has made the battle clearer for me than Siborne's sand-table. Perhaps this dispersal of our museums is the Government's first tardy approach to de-museumising our social and economic practices. I hope the National Gallery will not be the next to fall to our distinguished visitors.

THE OLD STAGER

RATTLE OF A SIMPLE MAN: Percy (Edward Woodward), a football supporter, talks with Cyrenne (Sheila Hancock)

MISS PELL IS MISSING: Richard Pell (Wilfrid Hyde White) with a detective (Richard Briers), who is to find his sister

TEN LITTLE NIGGERS: Narracott, the ferryman (Denzil Ellis), Mrs. Rogers (Gillian Lind) and Rogers (John Rutland)

ENTERTAINMENT

A ROUND-UP OF THE LONDON THEATRE

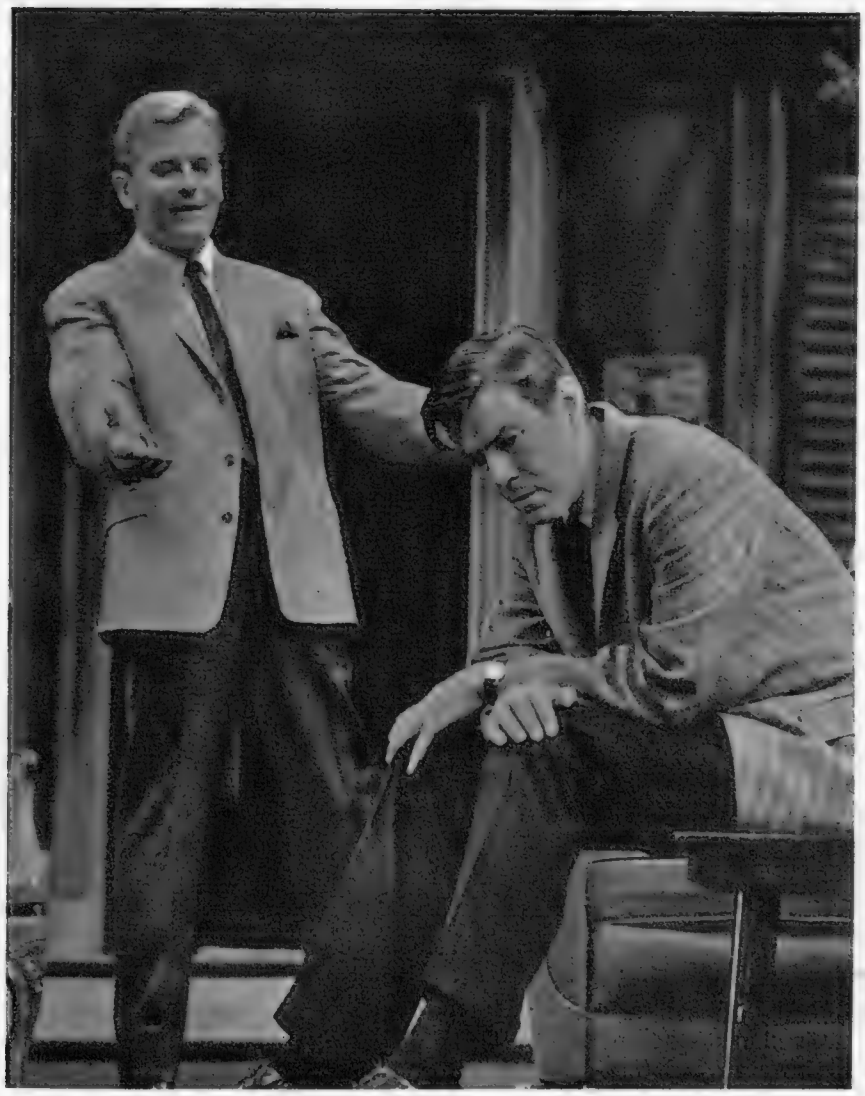
The last few weeks have seen a quickening of activity in the London theatre as the season gets under way. *Rattle of a Simple Man*, by Charles Dyer at the Garrick, is mainly a duologue between two people; Percy, a football supporter from Manchester, in London for a match, and Cyrenne, a night-club " hostess " whom he meets. The two parts are played by Edward Woodward and Sheila Hancock. *Miss Pell is Missing*, by Leonard Gershe, at the Criterion, was suggested by one of Saki's short stories. Set in New York in 1915, this lightweight piece concerns the disappearance of the wealthy Augusta Pell and the effect on her relations. *Ten Little Niggers*, at the St. Martin's, is a revival of the celebrated nineteen-year-old Agatha Christie " whodunit."

Perhaps the most promising new play is *Big Fish, Little Fish*, by Hugh Wheeler, which opened last week at the Duke of York's. This concerns a man, one William Baker, who has been living for twenty years as a New York publishing assistant, although he was once a celebrated academic biologist. The play hinges on the chance he is offered to move into a bigger tank, as it were, from the one in which he swims, where he is very much a pike among the minnows. Hume Cronyn is outstanding in a good cast.

Jimmie Luton, played by Hume Cronyn

BIG FISH, LITTLE FISH: Hilda Rose (Viola Lyel), Basil Smythe (Frank Pettingell) and William Baker (Thomas Coley), the play's hero

Jimmie Luton, Ronnie Johnson (Frederick Jaeger), Basil Smythe, William Baker, Hilda Rose and Edith Maitland (Jessica Tandy) in a scene from *Big Fish, Little Fish*, which is set in a top flat in New York's East Thirties



Ronnie Johnson, a successful young author, tries to encourage William Baker

Edith Maitland, William Baker's mistress, with Jimmie Luton, the art teacher

THE VOICE OF THE COMMON

"SEVEN LEAGUE BOOTS ACROSS THE CARIBBEAN"

Dr. ERIC WILLIAMS, *the Prime Minister of Trinidad and Tobago, in an exclusive interview for "The Sphere" with Charles Dimont*

Trinidad and Tobago faces the future with confidence. "Unperturbed by the breakdown of the West Indian Federation, we look to a larger goal, to reach which we must put on our seven league boots." Such is the opinion of Dr. Eric Williams, the Prime Minister of the junior member, in the sense of latest-joined, at the recent Commonwealth Prime Ministers' Conference in London. But in talking to Dr. Williams I came to the conclusion that it would not be long before he is regarded as one of the most influential leaders in the Commonwealth.

"Trinidad," he remarked, "is opposed to all forms of extremism." This statement reflects his own character. He approaches all problems with the sense of balance to be found in someone who has spent much of his active life in the study of history and the social sciences. His last book, *History of the People of Trinidad and Tobago*, was published to coincide with the independence of Trinidad and Tobago at the end of last month.

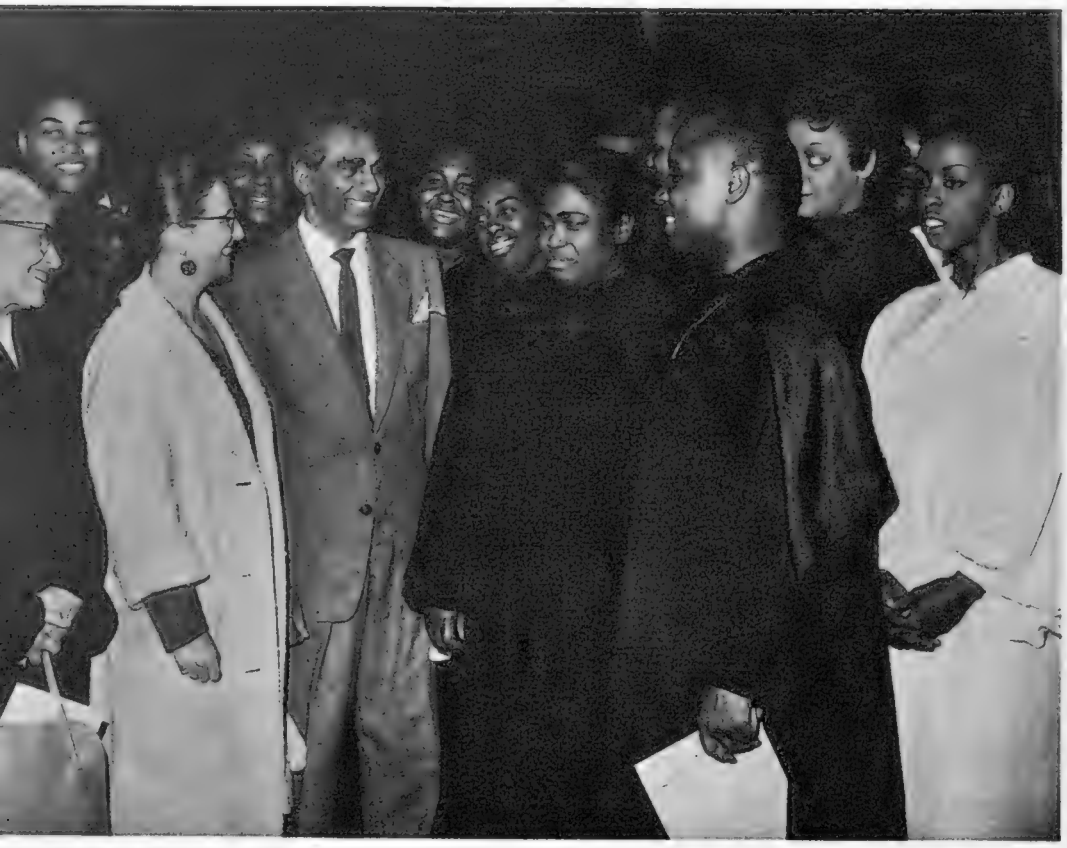
Dr. Williams's "larger goal" is the "Unitary State" of the West Indies. This would be a grouping together of Caribbean countries not only deriving from the old British colonies but also from the French and Dutch possessions. Dr. Williams said he had had talks with France about Martinique and Guadeloupe and he hoped to have more conversations. He had also found the Netherlands sympathetic on the subject of Surinam and other Dutch possessions. Trinidad's Prime Minister said he regarded the result of the elections in Grenada as support for his larger goal. (The winners, the Grenada National Party, are in favour of union with Trinidad and Tobago.) However, he refused to be drawn on the subject of Jamaica. "Their affairs are their own," he said vehemently.

The Unitary State, in Dr. Williams's opinion, would be a Common Market on its own which could be linked with the European Common Market. The E.E.C. had already impinged itself upon the Caribbean because of its French and Netherlands associations. For this reason, said Dr. Williams, Trinidad would have to consider its relationship with the E.E.C., whether or not Britain joined it. Unlike some members of the Commonwealth, he was prepared to consider sympathetically the possibility of Trinidad becoming an Associate Member of the E.E.C. if Britain joined it. Of course, he recognised that historically Trinidad was an example of a British colony in which development had been based on the production of raw materials for sale in the British market and in which industrialisation had been deliberately prohibited. Agricultural development, too, had been limited to the production of a number of specified crops.

Nevertheless, he did not foresee the development of a "neo-colonialism," feared by some new Commonwealth countries, under which E.E.C. members might exploit for their own purposes the resources and man-power of their former colonial territories which chose to become Associates of the E.E.C. But a careful watch would have to be kept to ensure that industrial development was not being prevented in the Associates, as it had been when they were colonies.

Dr. Williams went on to talk about how Trinidad and Tobago must develop in association with other countries—there could be no thought of "economic nationalism"—because she depended entirely upon foreign trade. Her foreign trade was seven times as much as that of Jamaica. Trinidad and Tobago's population, at present 850,000, was increasing at an annual rate of 3½ per cent. To maintain the growing population there would have to be an increase in export trade. Last year the export trade had represented 58 per cent. of the gross domestic production. Apart from a very small amount going to Canada, which might well take still less in the future, Trinidad's only Commonwealth customer was Britain. In 1961 Britain took £30,000,000 of Trinidad's exports

Dr. Williams and his daughter Erica



From left are Mrs. Paul Robeson, Mrs. Janet Jagan, and Dr. Cheddi Jagan, the Prime Minister of British Guiana, with members of the cast of *Black Nativity* backstage at London's Phœnix Theatre. The American Negro gospel-singing show has been enjoying a successful run in London recently. Dr. Jagan was taking time off from being one of the observers at the Commonwealth Prime Ministers' Conference. He should be returning to Marlborough House fairly soon for another conference on the future of his own country

Mr. Diefenbaker, the Canadian Prime Minister, exerts pressure with a knife and fork on a candled birthday cake presented to him last week on the occasion of his sixty-seventh birthday by members of the Canadian Government staff in London at a party given by Mr. George Drew, the Canadian High Commissioner

WEALTH

—an increase of 23 per cent. on 1956. Britain sold to Trinidad £28,000,000 of goods, an increase of 21 per cent. on five years before. He quoted figures to show exports to and imports from E.E.C. countries were also rising sharply. He calculated that 37 per cent. of Trinidad's trade was with Britain or the other E.F.T.A. countries or the E.E.C. countries.

However, if Associate Membership of E.E.C. had its attraction for Trinidad, he continued, the terms of membership still required considerable clarification on some points. There was foreign aid for example. The details of how aid is to come from the European Development Fund must be made clear. Trinidad's current development programme was being put through virtually without any foreign aid. In the matter of aid Trinidad had been " unfairly treated " by Britain.

The question of oil, on which Trinidad depended so much for her revenues, had not really been touched on in the Brussels negotiations. Trinidad's development plans were based on an increase in oil production. Any terms for Associate Membership would have to take this into consideration. Sugar presented another important problem. Dr. Williams was in favour of something on the lines of the Commonwealth Sugar Agreements being worked out for the E.E.C. The Commonwealth Agreements were negotiated annually with a view to operating in eight years' time. He also thought some part of the sugar market should be reserved for cane as opposed to beet sugar. One point on which all Associates should insist was the freedom to put up tariff barriers for their own protection.

The economic aspects apart, the Treaty of Rome raised numerous political questions which had to be settled. One of these was freedom of movement of all peoples in the E.E.C. orbit. This was closely allied with the question of migration which he regarded as a Commonwealth and world question. He had told the Prime Ministers' Conference he was proposing to raise the Commonwealth migration issue at a future conference. He thought a change of policy was required in Australia and Canada towards immigrants from Trinidad and Tobago. If Indians and Pakistanis in Trinidad wished to return to their homelands, they should be accepted back there. Migration as a world problem should be raised in the United Nations.

Finally, in returning to the subject of Commonwealth and Common Market, he saw no inconsistency between the two. If the Common Market meant the termination of antagonisms in Europe, it should be a great benefit to the West Indies and the rest of the Commonwealth which had suffered so much from those antagonisms in the past.

The Governor-General of New Zealand, Viscount Cobham, examines a painting of the Cobham Range in Antarctica. With him in Wellington is the artist, Mr. Herbert, and, right, Mr. Blair Tennant, Minister of Scientific Research. Lord Cobham ends his five-year term this month. His successor is Brigadier Bernard Fergusson

Mr. Christopher Chataway, the Parliamentary Secretary to the Ministry of Education, talks at a welcoming tea-party to Commonwealth students in Britain for advanced teacher training under the Commonwealth Bursary Scheme. From left are Mr. Y. M. H. Jallow, of Gambia; Mr. S. A. T. Ogunbowale, of Nigeria; and Mrs. N. Carroll, of Sierra Leone. The party was held at the beginning of a seven-day introductory course

From left: Sitting in a small marquee in Tavistock Square, London, are Mr. Krishna Menon, the Indian Defence Minister; Mr. Mahommed Chagla, the Indian High Commissioner in London; Mrs. Indira Gandhi, next to her father, Mr. Nehru, the Indian Prime Minister; and Mrs. Grace Lee, the Mayor of St. Pancras. The occasion was the handing over of a site from St. Pancras Borough Council for a statue of Mahatma Gandhi

Michael Shaw, of Northumberland, a corporal in the R.A.F., at present serving in Aden, trains for the Commonwealth Games, to be held in Perth, Australia, in November

The Ladies' Drawing Room at the Guards' Club in London

The garden—an unusual feature in a London club

London Clubs

THE GUARDS'

The first of a series

with drawings by

GEOFFREY S. FLETCHER

At the beginning of the nineteenth century the clubs in the West End of London were known as "subscription houses." They were proprietary establishments, run by businessmen for their own profit, and were often nothing more than glorified—and very expensive—gambling houses. The many years of war against Napoleon led to a considerable expansion of the army. Both the Prince Regent and the Duke of Wellington felt concern that officers on leave in

The dining-room with its fine ornamentation in the club's present home in Charles Street

London or awaiting posting had nowhere to go except the subscription houses or the taverns. In 1810, with the encouragement of the Prince and the Duke, a group of officers of the Household Infantry arranged for a room to be set aside for them in the St. James's Coffee House, in St. James's Street. Such were the modest beginnings of London's first members' club, known since its inception as the Guards'. It was at once a great success and in 1815 the members were sufficiently numerous to take premises of their own at the top of St. James's Street. Nor was it long before this enterprise was copied by officers in other units of the Services and by the political parties.

Continuing increase in the membership of the Guards' caused a move to a specially-built clubhouse in Pall Mall in 1848. There the club stayed until the end of the First World War when membership was so large that more adequate accommodation had to be found. The Guards' new home was in Brook Street. This now houses the Bath Club because the influx to the Guards in the Second World War dictated a further search for " living room." In 1946 the club came to its present premises in Charles Street, off Berkeley Square.

In *London Exhibited in 1851* it is observed of the then new Guards' clubhouse in Pall Mall that it is " remarkable for its compactness and convenience, although its size and appearance indicate no more than a private house." The idea of a club which is in effect a private house is what Guards' members have always aimed at. Never more so than today when with the addition of lady associate members it is very much a family club. London's first members' club was a great innovation and in the century-and-a-half of its life it has always kept up with the times without losing any of its original conception of being a dignified and inexpensive meeting place for officers who serve in the Brigade.

C. D.

The Smoking Room. The Guards' was the first members' club to be formed in London

BRIAN VESEY-FITZGERALD

THE VICE-PRESIDENT TECHNIQUE

Recently I received a letter from a reader of *The Sphere*, whom I have never met, but who has written to me from time to time over the years, saying that he was about to retire, had bought a small cottage in a west-country village, and was looking forward to " leading a quiet and secluded life like you." Well, that pulled me up with a bit of a jolt, I can tell you. " Quiet and secluded ": it made me think quite a lot.

Of course, this is only the " roses round the door " dream, which is still, I am sure, the retirement dream of many a townsman. To retire to a small cottage (preferably thatched) in a little village, with a nice country girl to do the chores, to " get away from it all," to end one's days in a beautiful backwater—what could be more ideal than that?

Quiet. Well, village life, in terms of modern urban life, is quiet. There can be no question about that. Take the village in which I live. It is now virtually joined on to the town, but I do not expect to hear a car or a motorcycle much later than nine o'clock. After that the only sounds are the hooting of owls, the barking of foxes, and, occasionally, the giggles of a courting couple. Oh yes, it is quiet enough—so quiet that we have known visitors from London complain that they have been unable to sleep.

But this, surely, is not the " quiet " implicit in the retirement dream. It is not freedom from noise and bustle that is sought so much as " escape." There seems to be a firm conviction in the minds of townsmen contemplating retirement to the country that, once installed in a village, they will be left to themselves, that no one will take any particular interest in them; that they will be free to potter round the garden, and the wife, with the aid of that nice country girl, will get through what little housework there is in next to no time and be able to take things easy. It is, I feel sure, this sort of thing that is implied in that phrase " quiet and secluded."

It just is not like that. Take the nice country girl. It is astonishing how widespread is the belief that full-time domestic help is much easier to obtain in the country than in the town. There was a time when it was. Even I can remember it. It was a very long time ago. Now, unless you are sufficiently well-off to employ foreign labour, have a spare television set and live within a quarter-of-a-mile of a bus stop with a frequent service, it is impossible. The village girls go, as quickly as possible, where the young men are. The young men are in the towns. What you get by way of domestic help nowadays is the part-time married woman. Excellent help it is, too. But from the moment you get it seclusion has gone.

The notion that, installed in a village, you will be of interest to no one, except perhaps the vicar, is as far from the truth as could be. From the day of your arrival you and your movements will be of absorbing interest to all and sundry. The most efficient secret service in the world is to be found in any English village; its staff the part-time helpers. In no time at all every detail of your house and its furnishings will be known throughout the village, and within a few weeks a pretty accurate assessment will have been made of your habits, your temperament, and your income.

Now, this can be very useful. Some months ago we invited new-comers in for a drink. We heard, indirectly, that the lady liked sweet Martini neat. We do not keep it and we remedied the deficiency forthwith. The information was correct. Accepting return hospitality, I was delighted to be offered Irish whiskey: so few people stock it as a rule. The important thing to remember about this two-way traffic in information is to remember to forget. Within forty-eight hours of purchase you will almost certainly know that Mrs. B. has bought a new picture. You must still remember to make the appropriate delighted squeaks of surprise when first you see it. Mrs. B., on the other hand, knowing that you have unfortunately burnt a hole in the sitting-room carpet, must not make it too obvious when she looks round to see what piece of furniture has been moved to hide the scar.

In a real village everyone knows everything about everyone. This is not just nosiness. It springs from a genuine interest in one's neighbours. Not that the villagers' interest is without self-interest. From it springs what may be termed " the vice-president technique." You are not only of absorbing interest as a person in a small tightly-knit community. You are of interest as a source of income. After the probationary period, if you are considered to fit in, you may receive a letter. It will be short and to the point: " Dear Sir, at a meeting of the above club held at The Red Herring on Monday you was unamusily elected a Vice-President." The spelling, by the way, is authentic.

This means a minimum of two guineas annually. If you are so foolish as to refuse, all sorts of little things are liable to go wrong or be delayed. And the first payment means that you are likely to be elected, without preliminary, to vice-presidency by the rest of the clubs in the village. There are an astonishing number of clubs in the average village. And that will not be the end of it, not by a long chalk. Raffles, fêtes, flower shows, outings—each brings its knock on the door.

It may sound as though the English village is a hotbed of gossip and rather elementary blackmail. I do not deny the gossip, but, in my experience, it is rarely as ill-natured as the novelists would have it. For the rest, it is a two-way traffic. You play your part and you will be repaid in a hundred different ways. You want your hedge clipped? " Oh, Joe will do it when he gets back from work." You will have to tip him, of course, but it will be done. Something wrong with the car? " Oh, Jim does the tractors up on the farm: he 'll see to it for you." " That gate needs a lick of paint. I 'll get my hubby to do it for you."

Secluded? If you want that, stick to N.W.4 or Manchester or Birmingham. And I doubt if you will find it much more expensive. But, oh, how dull !

Cotswold cottages in the peaceful old main street of Castle Combe in Wiltshire, voted Britain's prettiest village in a poll conducted by the British Travel and Holidays Association among overseas visitors and British holidaymakers

The inner courtyard of the Galeries Saint Hubert, near the central station in Brussels.

"CAPITAL OF EUROPE"

Photographed and written by **GERRY BRENES**

Britain's negotiations with a view to entry into the Common Market have focused attention on the venue of the talks, Brussels. Since Mr. Heath and the representatives of the Six started their meetings earlier this year, there has been a tendency for Brussels to be regarded more and more not only as the capital of Belgium but also as a possible capital for a new West European alignment.

As capital cities go, it is small—with just over 1,000,000 inhabitants—but makes up for this with the variety of its architecture and the friendliness of its people. Though now taking on a new importance, it is no new city. Its roots go back to the eighth century.

In the heart of Brussels is the Grand' Place, with the magnificent fifteenth-century town hall, a Gothic structure topped by a 280-ft.-high spire from which a superb panoramic view of the city can be obtained by those fit enough to climb over 300 spiralling stairs. Opposite the Town Hall is the King's House, another Gothic building which is now a museum, and to the right, looking down from the spire, the baroque-style House of the Dukes of Brabant. Other buildings in the Grand' Place are old seventeenth-century corporation houses, also in baroque style. Sited on the cobblestones in the centre of the Grand' Place is Brussels' famous flower market which always attracts a swarm of visitors.

To the north, along the boulevards leading to the modern Place Rogier, past the Bourse—headquarters of the Stock Exchange—and the enormous Head Post Office, are the city's most fashionable shops and leading places of entertainment.

The noisy, bustling Place Rogier is in complete contrast to the medieval Grand' Place, with its air of prosperous slumber. In the Place Rogier the pavement cafes are at their

(*Continued on page 470*)

Below: The imposing facade of the House of the Dukes of Brabant in the Grand' Place

The view from the tower of the Town Hall in Brussels looking to the church of St. Gudule and new buildings under construction

"CAPITAL OF EUROPE"

(*Continued from page 469*)

thickest, and one can walk round it and along the north side of the Boulevard Baudouin and see virtually nothing but signs offering the inevitable *pommes frites*. The Belgians are as keen on chipped potatoes as are the English.

Belgium is constitutionally a Monarchy. Few visitors to Brussels fail to visit the park at Laeken, on the outskirts of the city, part of which is occupied by the Royal Palace.

A strongly religious country, Belgium is dotted with superb examples of medieval religious architecture. In Brussels there are many fine churches, both of early and recent date. Perhaps the finest is the Church of St. Gudule, which dates, in its oldest parts, from the twelfth century. Its twin towers, dating from the fifteenth century, make its frontal appearance not unlike Westminster Abbey or York Minster. Inside, the central nave is decorated with superbly carved statues of the Apostles.

The challenge of the air age has not been overlooked by the Belgians; Brussels Airport is one of the most important in Europe. Brussels was the first city in Europe to have a heliport. Regular helicopter flights from the heart of the capital have been operated by the state-owned airline since 1953.

Whatever the future of the Common Market, the future of Brussels is assured. The city has a vitality not found in many other European cities and in atmosphere and appearance is well-fitted to become " the Capital of Europe."

The English Bookshop in the Belgian capital

The cobbled square of the Grand' Place, which is the heart of Brussels

A newspaper kiosk in the middle of the Bo
demonstration attracts passers-by outside a bi

The Grand' Place, seen from the Town Hall tower, which casts its shadow over the right of the photograph

in Botanique. **Right:** Salesmanship on the pavement—a cookery
ow: The Place Rogier with the Boulevard Bauduoin beyond it

A drink on the pavement in one of the older streets

Whirlwind, with the sun on her sails. **Right:** Scows make ready for sailing at Keyhaven

This is the last of the regular Yachting articles by Gabor Denes for this season

Below: The Swedish training ship *Flying Clipper*

GABOR DENES

YACHTING

The photographs by Eileen Ramsay on these pages are from a new book to be published next month: *The Country Life Book of Sailing Boats* (45s., date of publication: October 16).

Miss Ramsay's work is not unknown to the readers of this column, examples of it have frequently appeared in these pages. She is one of our most versatile photographers of sailing boats, and whatever her subject from the smallest dinghies to the America's Cup contestant Twelve Metres, or larger, she regards it with the keen fresh eye of the artist.

Other marine photographers take magnificent pictures of yachts and their work is supreme in technical quality. They produce lifelike portraits of yachts which cannot fail to please the owners. Miss Ramsay's work is different. Her purpose is hardly ever to produce a mere likeness of the craft, or of the scene during a dramatic race. She aims a great deal higher.

As these examples from her forthcoming book show, her camera records the fleeting moment that stirs the imagination. Here drama translated into the black-and-white tones of a photograph is life itself—life as it is lived by the boats, the men, the water and the sky. In other words, her pictures are not only beautiful, but they are never dull.

Each picture tells a story and tells it so effectively that looking at it we can almost feel that we are taking part. The tumbling froth of salt spray feels really wet and salty, and the rushing boat under the press of its sails conveys the feel of powerful motion. The shapes provided by her material, the slicing hulls, full sails and billowing spinnakers lend themselves perfectly to art. But it is the artist's individual perception which can exploit this material to the full extent that Miss Ramsay does. Her genius helps to choose the right split second when all the factors are just right, just as she wants them. It is the ultimate in selectiveness.

There are seventy-two such pictures in the new book. Together they show the photographer's interpretation of a whole, special world, a microcosm of boats, harbours, sails and sailing men.

This selection is divided into sections: Ocean Racers and Cruising Yachts; Racing Keel Boats; Fitting Out; Sailing Dinghies; Harbours and Sailing Clubs. This covers boats of all classes; well-known ocean racers, which have sailed over from America for the Fastnet Race; *Sceptre*, the British challenger for the America's Cup in 1958, and most of the popular racing dinghies in action.

In the Fitting Out section we see people doing the work which is done with such love and care by yachtsmen. In the last part there are evocative scenes of the most loved sailing centres from the world-famous ones like Cowes and the Hamble River to the quiet, serene backwaters like Keyhaven.

As an introduction to the collection of pictures, which speak for themselves, Dr. and Mrs. Roger Manwell have provided a full and interesting essay on yachting and yachts and sailing boats in general. They trace the history of yachting from the Royal yachts of Charles II. They relate the formation of the first yacht clubs, the Royal Cork Yacht Club and the development of the Royal Thames Y.C. from the Cumberland Fleet on the Thames, the formation of the Yacht Club at Cowes, which became the Royal Yacht Squadron later, and the beginnings of the Yacht Racing Association, now the Royal Yachting Association. Yachting today completes this interesting and informative text.

The international 14-ft. *Despair*

Barbecue, with spinnaker ballooning in the breeze

The 12-metre *Evaine* runs before the wind with spinnaker set

The Dragon *Duenna* and the Solent Sunbeam *Fay*

TRAVEL

AROUND THE DUTCH METROPOLIS

By **GORDON COOPER**

Anyone who has visited the Netherlands must love it. It is my favourite small country and I return there again and again—always with renewed delight. It is a country which is so easily accessible, and where the prices are as reasonable as anywhere in Europe.

Amsterdam, in my opinion, is wholly unlike any other city in the world, large or small. It is notable especially for two possessions: its old canals and its famous pictures. It is often called, rather irritatingly in my opinion, the Venice of the North; but very different is its sombre tranquillity from the sunny Italian city among the waters. The central part of the city, built on more than 100 islands, is a maze of canals and bridges laid out in concentric form, rather like a spider's web; there are 85 miles of canals radiating out from the central harbour, adjoining which is the Centraal Station. Just across the way is the Victoria Hotel, conveniently situated and very comfortable in a pleasant old-fashioned way.

The most fashionable hotel, however, is the Amstel, where the gracious tradition is carefully maintained; its cuisine is outstanding. I also like to eat at one or other of Amsterdam's typical restaurants, such as Die Port van Cleve (speciality—beefsteaks) and De Groene Lanteren (the Greek Lantern), whose outstanding dish is Schuttersmaaltijd. If you wish to tackle the world-famous rijsttafel, a ceremonial feast imported from Indonesia, try either the Bali or Lido restaurants, where a dizzy array of platters is brought you; but starve yourself in advance, and limit your choice to one small taste of everything. You will leave this meal—allow a good two hours for it—with the feeling of having had a unique experience.

It is also a travel adventure to visit the ancient tasting-room of Wijnand Fockink (31 Pijlsteeg—close to the main information office, known as V.V.V.), where you should order *Half-en-Halfje*. This drink is made to a secret formula: a mixture of Dutch gin and Curaçao. A glass is placed on the counter and filled to the brim. It is your turn next to bow down and take the first sip without lifting the glass—an unwritten law of this pub. De Dilveren Spiegel (Silver Mirror) is another typical place for a drink.

Active sightseeing could start with a water-trip, by motor-launch along the canals; the landing-stage adjoins the Centraal Station. On your trip through the ancient *grachts* (canals) you see the houses and trees mirrored on the surface of the water, and, at night, the traffic on the bridges. The quietude of the stately black façades provides dignity and a feeling of repose, bringing to you the secret of that calm life which is still, happily, retained in the Netherlands. In contrast there is the bustling life in the lengthy, narrow Kalverstraat, the "Bond Street" of Amsterdam. And, if you are lucky, you may hear the thrilling music of a Dutch barrel-organ—decreasing, alas, in numbers.

The museum of the historic town of Delft

Dutch railways are as good as any in Europe, and are certainly the most convenient. If you go to the Centraal Station you will rarely have to wait more than a few minutes for the next train to any desired destination. This means that alternating with city sightseeing you can make pleasant excursions.

My advice to anyone visiting Amsterdam is to study a map of the city—you can buy a useful one at the V.V.V. for 25 cents. The central square, called the Dam, is the heart of the city, and it is not difficult to get orientated. The Rijksmuseum, one of the outstanding art galleries of Europe, will surely be an early goal. It is especially rich in pictures by the great Dutch artists of the seventeenth century—a brief era of blinding glory, for this godlike period lasted only from 1590 to 1635.

There are some forty museums in Amsterdam, so I will merely list my own five favourites: the Maritime, the Municipal (modern Dutch art), Rembrandt House, the privately-owned Six Collection (outstanding Rembrandts, but introductory card required—ask at V.V.V.), and Museum of the Indies. To these might be added a visit to the Anna Frank House, now an International Youth Centre, and a diamond-cutting factory. Of the churches I will merely note the Westerkerk, described by Sacheverell Sitwell as "one of the simplest and impressive brick edifices in all Holland." It was built in 1620-38 from designs by Hendrik de Keyser, the architect of many of the fine houses in the area.

Incidentally, Amsterdam has the only real night life in Holland, with the single exception of Scheveningen. Because of the high mortality among cabarets, I cannot report on the

A drawbridge at Haarlem, which is one of the towns within easy reach of Amsterdam

many establishments, ranging from perfectly innocuous *boîtes* to cheap honkytonks.

From Amsterdam, you are within easy reach of Alkmaar, Haarlem, Volendam and Marken; while even The Hague, Leiden, Delft, Rotterdam and Utrecht are suggestions for daily excursions. Alkmaar is best visited on a Friday morning when the typical weekly cheese market is in full swing. The Town Hall and St. Lawrence's Church are also attractions. Volendam and Marken (a combined trip) are well-organised for tourists, with the inhabitants dressed up in costumes, as a bait. I prefer the curious medieval town of Naarden, still encompassed by moats and fortifications.

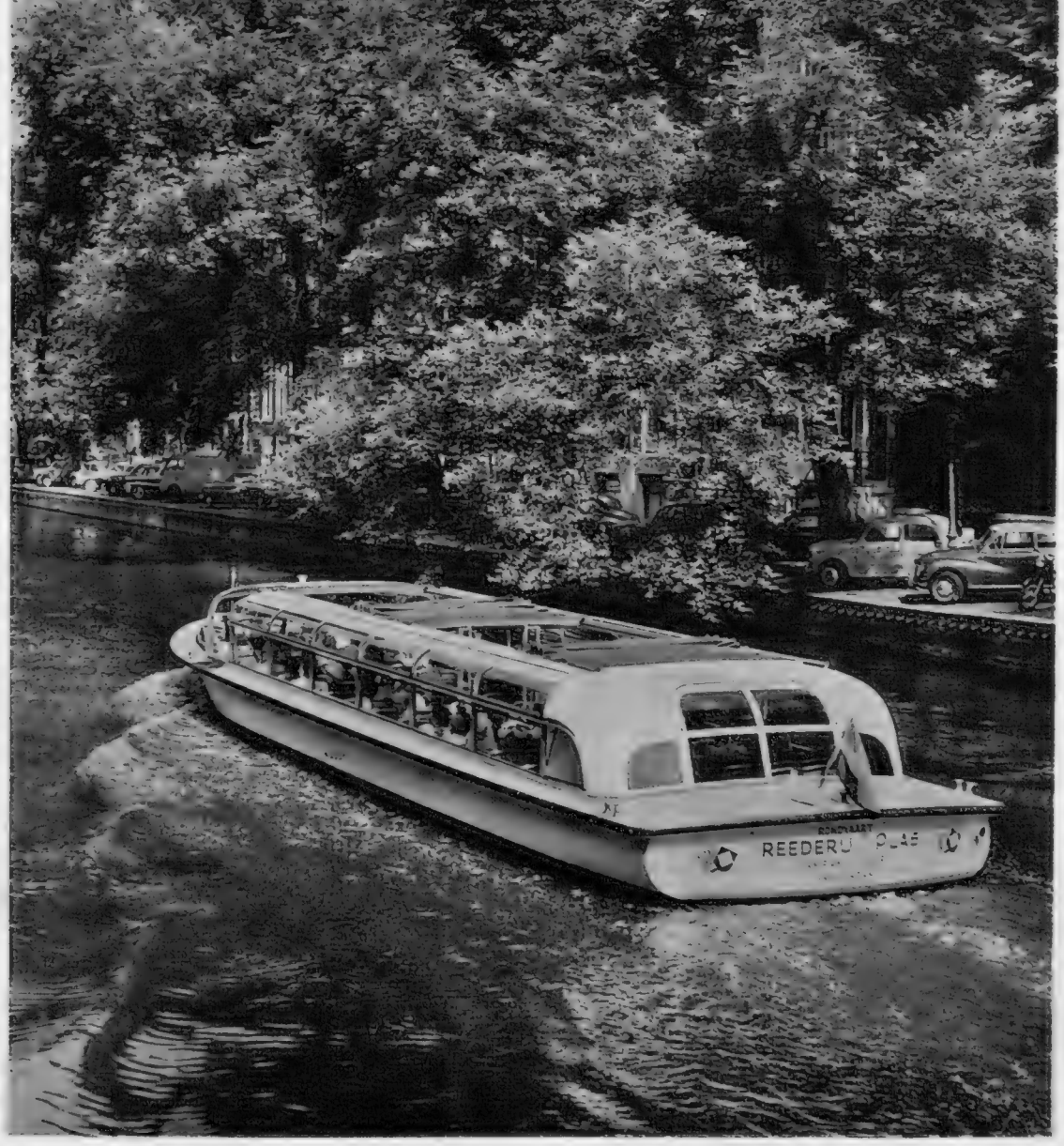
Haarlem should not be missed, if only because of its superb Franz Hals Museum, occupying the beautiful " Oude Mannenhuis," a former almshouse. It has an unrivalled collection of paintings by the great master. The town has many other worthwhile sights, and it is pleasant to lunch at a restaurant overlooking the Grote Markt, with its ancient buildings and the scene of modern Dutch life passing by. The bicycle is, of course, a prominent feature of transportation, a clear indication of the sensible conservatism of the intelligent Hollanders.

Amsterdam offers a holiday which will remain long in your memory, and will undoubtedly tempt you to return. Its quiet charm is most enticing.

For further information:

Netherlands National Tourist Office, 38, Hyde Park Gate, S.W.7.

Night illuminations on Amsterdam's waterways



A sightseeing boat progresses down one of the canals

CHANGES IN WINTER TRAIN SERVICES

Among the alterations and additions and, indeed, continuations, in winter train services on the Continent, the following are the most important to be noted.

The Paris-Avignon car-sleeper train will continue throughout the winter at the request of many a business traveller who appreciates the advantage of an extra lift on his way to Italy, when the passes are closed.

The northbound trans-Europe express, *Ile de France*, from Paris to Amsterdam, which has been diverted via Erquelinnes, reverts to the direct route giving earlier arrival in Belgium and Holland.

The Golden Arrow now includes second-class coaches between Calais and Paris, while on the Dover - Dunkerque ferry steamers second-class accommodation is available only, except for passengers in first-class sleeping-cars.

The Blue Train now leaves Paris at 8.20 p.m. instead of 8.10 p.m., and no longer stops at Avignon or Juan-les-Pins.

The Rheingold Express will not have attached to it a through car to Chur, in Switzerland. Change will have to be made at Utrecht or Duisburg.

The Tauern Express will not now include a section for Klagenfurt and passengers are advised to change at Munich for the Karnten Express. Incidentally, the Innsbruck section will only run throughout the winter sports season.

The long sea route, as it should be called, between Newhaven and Dieppe, will be suspended from November 1 to March 30, but the Southampton-Havre service will continue through the winter with a minimum of two sailings a week.

A new first-class railcar service called " Diamant " now runs between Antwerp and Bonn, the journey being completed in just under four hours.

Between December 1 and April 30 it will be possible to reach Sestrière, the popular Italian winter sports centre, by travelling on the Rome Express, which will make a special stop at Ulzio.

This winter the daily rail service between the Hook of Holland and Moscow will be restricted to three times a week, and the Zagreb portion of the Simplon Express will stop at Trieste from November 1 to March 15.

Thanks to the completion of the electrification work between Paris and Marseilles, trains between the French capital and the Riviera will have their timings considerably accelerated this winter, but the Côte d'Azur Express and the Phoceen will no longer provide ordinary seating accommodation, the popularity of couchette accommodation being such as to need an entire train. A new train from Paris to Marseilles has therefore been introduced for passengers not requiring couchettes or sleepers.

W. D. C. C.

BOOKS

AUTOBIOGRAPHIES

Alec Waugh and John Wain recall their early years; a "life" of Sherlock Holmes; and this week's novels

It may not be the conventional literary reaction to exclaim after reading an autobiography that the author must be a nice man, but I am quite sure that scores of readers of THE EARLY YEARS OF ALEC WAUGH (Cassell. 30s.) are going to have exactly that impression. Others, of course, may object to the candour of some of his recollections; the vivid memories of a Polynesian mistress or a St. John's Wood one; and others still may get slightly bogged down in descriptions of rugger and cricket matches, for it sometimes seems that Mr. Waugh has been a sportsman first and a writer second. But in my view he has exercised discretion where it was both seemly and kind, and he has written in his foreword: "I do not, for instance, see how the father of children can tell the truth about the marriage that produced them": an unexceptionable statement in any condition.

Mr. Waugh has travelled a great deal, played a great many games and written an impressive number of books, beginning with his best-selling *The Loom of Youth*, which was published when he was only nineteen. His father, to whom he was demonstrably devoted and who figures constantly in these pages, was a distinguished publisher.

About his younger brother, Evelyn, the author writes engagingly that: "If I were not myself, and if I were to pick up the autobiography of Alec Waugh, the first name that I should look for in the index would be Evelyn Waugh. I am sorry to disappoint that curiosity," and adds that "it is a responsibility as well as a privilege to be the brother of as important a writer as Evelyn Waugh." Throughout his book the tone is modest, friendly and, in a sense, detached. The period he covers ends in his thirty-second year with the Second World War and his own greatest successes still some distance ahead. One can only hope that he will bring his readers up to date some day on the rest of his career.

SPRIGHTLY RUNNING (Macmillan. 25s.), except that it is also an author's autobiography, or a part of it, cannot be compared. Mr. John Wain, although he, also, regards the first thirty-odd years of his life as a span, is primarily engaged on an examination of character and of the forces and influences which made him what he is. His book, therefore, is highly introspective and by no means the summary of a career. He has chosen to tackle the immensely difficult problem of getting at the truth about the formative stresses which have shaped his intellect, his emotions and, in a word, his character. His book is profoundly interesting on quite another plane and the occasional portraits it gives of such figures as E. H. W. Meyerstein (a wonderful chapter, this) or C. S. Lewis are given, one feels, because these men and others were an integral part of John Wain's own developing life of the mind. Of the writing which is the essence of that life, Mr. Wain says: ". . . . this sense of purpose, this wish to engage with the problems of writing where they go deepest, will always protect me from boredom and the sense of futility, and that is enough to be grateful for." A fine book, in any terms.

LEE REMICK, playing a pretty young bank clerk who is the victim of a campaign of terror by a killer who tries to force her into embezzling, in *The Grip of Fear*, a Columbia film currently showing at the Odeon, Marble Arch

Mr. William S. Baring-Gould has written what he calls a biography of SHERLOCK HOLMES (Hart-Davis. 25s.). Since the great detective was, we have to remind ourselves, a fictional character and one whom its author came to resent and even dislike, the experiment will be hailed by some as an elaborate piece of fantasy with which Mr. Baring-Gould must have had considerable fun and by such eminent bodies as the Baker Street Irregulars, or the like, as a further, solid tribute to their hero. Holmes is shown as a student at Bart's, Oxford, *and* Cambridge; as an acquaintance of Edward VII, Karl Marx and Bernard Shaw; as a dabbler in organic chemistry, and as the increasingly successful yet still inscrutable detective who, fiction or no fiction, has made history. The illustrations from photographs and old drawings are amusingly chosen and emphasise the spirit of scholarly inquiry which purports to be the keynote of the book.

DRAMATIC ESSAYS (Weidenfeld and Nicolson. 21s.), by Mr. Nigel Dennis, reveal the man of the theatre who has a profound and analytical interest in the problems of playwrights and in the technical means which playwrights have taken to express themselves, often in a manner considered revolutionary by their contemporaries. Mr. Dennis has written enlightening passages on Brecht and on Sartre, on Ibsen and Ionesco, on Genet and on Shakespeare. He is often extremely funny, always acute and an active enemy of the fuzzy generalisation. In *Mothers' Meeting*, an essay on Orestes, Telemachus and Hamlet, he opens with the no doubt justifiable line: "All we that have felt no wish to murder our uncle and have not been told to do so by our father's

---

Books about London take pride of place this week. Undoubtedly the most important is a trenchant little Pelican original called THE FUTURE OF LONDON (Penguin Books. 4s. 6d.), by Edward Carter, the Director of the Architectural Association in London. The theme of this hard-hitting book is the problem of urban renewal as specially applied to the British capital. The author's text, quoted in his concluding chapter, is taken from the first report of S.P.U.R., the Society for Planning and Urban Renewal: "In little more than a century the quality of our urban life has tragically deteriorated. The deterioration is now gathering momentum, and will, we believe, disintegrate our cities unless immediate action is taken." Mr. Carter is valiantly attempting on these pages to arouse the interest of Londoners in the future of their city, by showing how the factors in any plan —land-values, traffic, housing and social facilities, open spaces, skyscrapers and the æsthetic quality of what is built, are something of vital importance to each one of them. He puts in an eloquent plea for "urbanity"; for the street as against the garden city. An important book for Londoners.

Penguin have also brought out a second edition in hard covers of Nikolaus Pevsner's LONDON: VOL. 1, THE CITIES OF LONDON AND WESTMINSTER (Penguin Books. 25s.). This volume, in Professor Pevsner's series "The Buildings of England," has been extensively revised and brought up to date, taking into account much of the new building seen in London since the first edition was brought out in 1952.

Those who savour London's particular atmosphere will find much to enjoy in Edwin Course's

THE FUTURE AND PAST OF LONDON

A pilgrimage to the scene of the Burma war

tastefully presented book LONDON RAILWAYS (Batsford. 35s.). This is a treasure-trove of interesting facts about the heyday of railway development in London, from the opening of the first section of the London and Greenwich in 1836 onward. Enthusiasts will savour particularly the reproductions of railway tickets of 1883, which mention such extinct station names as Mark Lane and Kensington, Addison Road.

Readers of Brigadier Bernard Fergusson's fine stories of Burma in the Second World War, *Beyond the Chindwin* and *The Wild Green Earth*, will find much that is rewarding in RETURN TO BURMA (Collins. 25s.). This account of how he revisited the scene of his wartime experiences, on the two Wingate expeditions in 1943 and 1944, is written with simplicity and an intense sense of places and peoples. He describes how, on this journey that he made with his wife Laura soon after he left the Army, he attempted to trace some of the friends and helpers he had known in the past. It is as a personal pilgrimage that this book will be remembered. Brigadier Fergusson is, of course, shortly to take up his appointment as the new Governor-General of New Zealand.

A MERCHANT FLEET IN WAR: 1939-1945 (Collins. 25s.) is another comprehensive piece of war history by Captain S. W. Roskill, one of Britain's principal naval historians. It concerns the part Alfred Holt and Company played in those six fateful years of war. Because of their size, the story of Alfred Holt is very much the story of the Merchant Navy. The company placed all their records at Captain Roskill's disposal, including first-hand reports of battles, and he makes it into a dramatic and readable piece of history.

This week also sees a wide selection of books on ancient times. The most comprehensive is the LAROUSSE ENCYCLOPÆDIA OF PREHISTORIC AND ANCIENT ART (Paul Hamlyn. 3 gns.), which embraces the art of all the world's continents from the earliest man-made objects to the great achievements of Greece and Rome. The civilisation of the "land between the two rivers" is the subject of THE GREATNESS THAT WAS BABYLON (Sidgwick and Jackson. 3 gns.), in which H. W. F. Saggs traces the rise and fall of one of the world's lesser-known empires. Rome merits two books: ROMAN WOMEN (Bodley Head. 30s.), by J. P. V. D. Baldson, and the expensively mounted A HISTORY OF ROME AND THE ROMANS *from Romulus to John XXIII* (Macdonald. £5 10s.), edited by Robert Laffont. Much detailed work has gone into THE OXFORD BIBLE ATLAS (Oxford University Press. 21s.). Edited by Herbert G. May, with the assistance of R. W. Hamilton and G. N. S. Hunt, this should be an invaluable help wherever the Bible is taught and studied.

M. K. Whiteman

ghost, incline to get testy with Hamlet." His essay on audibility in the theatre is both hilarious and good sense and his judgments on fashions in plays are witty and original.

There are a few gifted writers today—Mr. Geoffrey Jenkins is one and Mr. Hammond Innes another—who are able to take a situation of unimaginable physical discomfort and turn it into the nucleus of a highly exciting story. They write about adventure, too, of course, and danger and heroism, but their Big Thing is, simply, intolerable discomfort. Look at the weather and the temperatures in Mr. Jenkins' *A Grue of Ice*. How immensely readable that was from the warm shadow of a garden or a crackling fireside. And now here is Mr. Innes again, with ATLANTIC FURY (Collins. 16s.), an unputdownable novel, the greater part of which is occupied by brilliant and detailed accounts of men parachuting to their deaths in Force 12 hurricanes, or breaking limbs and heads in idiotic attempts to deal with vast steel objects in weather conditions that would make any self-respecting Met. officer faint away. And still we read on, not quite knowing why. Is it to make an English summer tolerable by contrast?

THE UNJUST SKIES (Hodder and Stoughton. 18s.) is Mr. R. F. Delderfield's sequel to *There Was a Fair Maid Dwelling*, that idyllic story of a boy's and a girl's love, but it can perfectly well be read alone and as a complete story. Only, if you enjoy its simple sincerity and its romanticism as much as I have, I think you will want to go back and read that earlier novel as well. Jan and Diana are here again, both grown up and unhappily parted through marriage instead of united as at one time every reader had expected. Diana lives in Paris with her French husband and, as the war takes its course, she and Jan meet again to fight with the French Resistance and finally to return to England and brief delight. This book has its sentimental moments but, for once, that is not a drawback.

A novel about the war from a woman's point of view, and a woman actively and immediately concerned with the work on a bomber aerodrome; that is the subject of Miss Catherine Ross's THE COLOURS OF THE NIGHT (Michael Joseph. 16s.), which has both authority and a pleasantly simple narrative style to recommend it. I was reminded once or twice of Nevil Shute's unforgettable war story, *Pastoral*, but Miss Ross has her own manner of story-telling and the tale is as warm-hearted as it is authentic in setting.

MY FRIEND FLORA (Macmillan. 16s.) is a charming and most human addition to the series of Mrs. Jane Duncan's "friendly" novels, set in Ross-shire, a county which the author obviously knows well and loves. From 1915 to 1951, the story follows the fortunes of a big family and especially of one Flora, the kind of girl whose nature seems to doom her to being a doormat, if not a positive victim, in all her relationships, but who surprises her friends and well-wishers by an unexpected—and effective—display of spirit that brings great happiness to them. Good-tempered and perceptive in the matter of human foibles.

Mr. Alfred Hitchcock, whom Heaven preserve, has made another selection of mysterious, suspenseful or just plain creepy stories and has called it, with typical irony, STORIES FOR LATE AT NIGHT (Max Reinhardt. 20s.). They are, of course, anything but that, and I would recommend most of them as reading for a bright room on a sunny day, unless you have a positively Gothic bias towards the eerie. There are two novelettes, nineteen short stories and one full-length novel, which is remarkably good value, especially when the level of entertainment—or chill capacity—is so consistently high. The authors include Miss Margaret Millar, Mr. Evelyn Waugh, Mr. Philip MacDonald and Mr. John Collier, among others. The late, great M. R. James is represented by that terrifying tale, *The Ash Tree*. Happy reading—and sleep well!

Vernon Fane

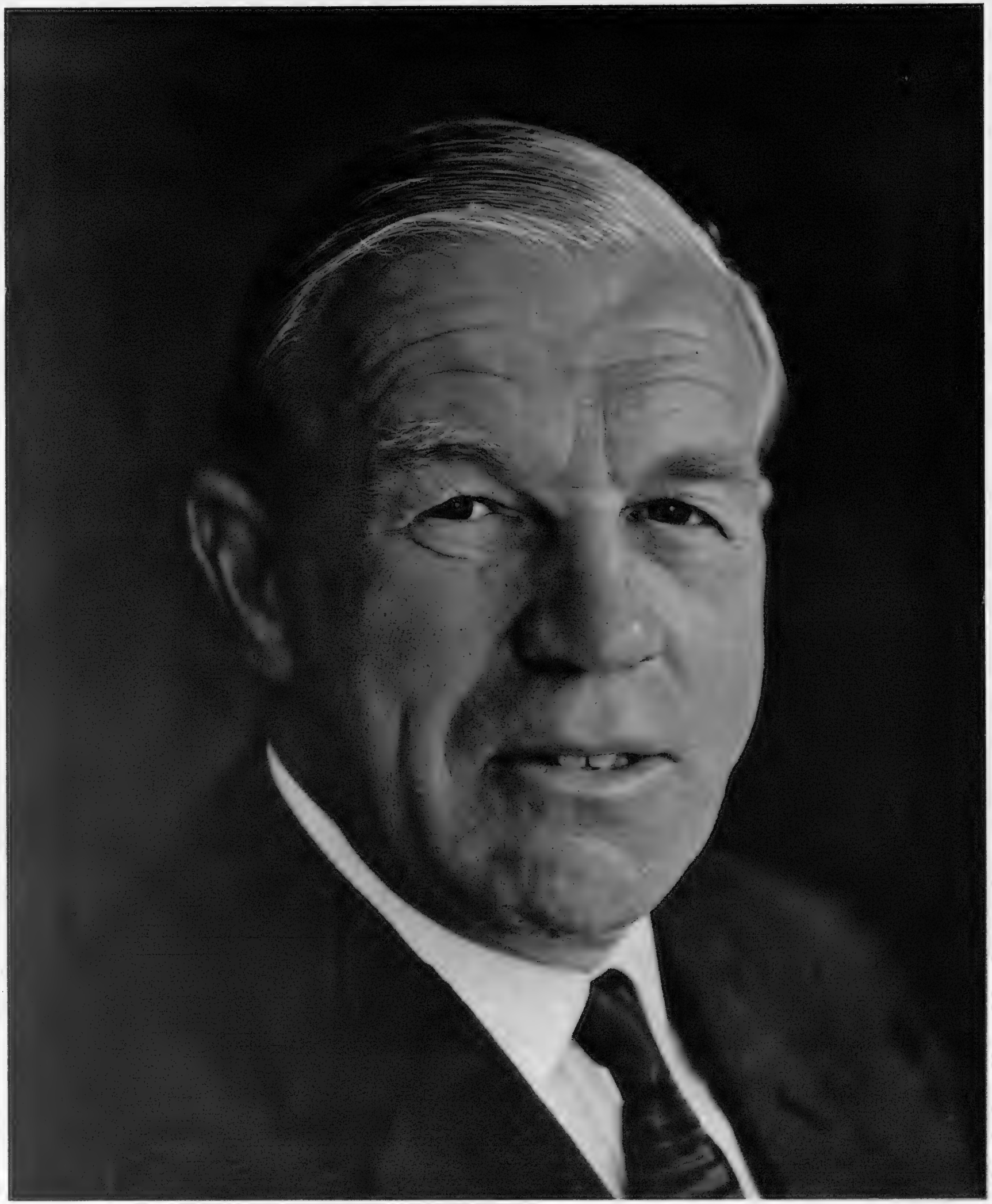
A detail from the side panel of "Christ Glorified in the Court of Heaven," by Fra Angelico, the front cover of "Comfort Ye My People: The Vision of Isaiah," the eleventh record in the H.M.V. series, called "The Living Bible"

RECORDS OF THE OLD TESTAMENT

"Heads of Angels," by Sir Joshua Reynolds, illustrates "The Lord is My Shepherd." *Reproduced by permission of the Trustees of the Tate Gallery, London*

The twelve long-playing records of Sir Laurence Olivier reading selections from the Old Testament under the title "The Living Bible" are being issued this week. Presented by Douglas Fairbanks Jnr., a great deal of work and advice has gone into selecting the passages, which begin with the Creation and end with Ecclesiasticus from the Apocrypha. A musical background has been interposed of music from ancient and traditional Hebrew sources supplemented by the works of leading contemporary Israeli composers. Each record is packed in a six-page "book" sleeve, incorporating the text of the record and illustrated with colour reproductions of paintings on Old Testament subjects, three of which are reproduced on this page. The price of the set of records, made by E.M.I. Records Ltd., is £24 or £2 for one record.

Details of "The Story of Joseph," by Bartolommeo di Giovanni, the cover of the record entitled "This Dreamer Cometh: Joseph and his Brothers." *Reproduced by courtesy of the Syndics of the Fitzwilliam Museum, Cambridge.*



LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

B. J. W. Coxeter

Basil John Wade Coxeter, this year's President of the Business Equipment Trade Association, was born in 1906 at Oxford. He was educated at Clifton College and Peterhouse, Cambridge. Having spent six years in the timber trade he moved to paper and print, and ultimately to the Gestetner Organisation, manufacturers of stencil and offset duplicators. The advent of war prevented him from taking a senior appointment in the Far East. On the Emergency Reserve of Officers, he was called up in 1940 and was commissioned into the Queen's Bays. Shortly afterwards he was seriously injured in a tank accident. After a year he returned to duty and completed his service on the Personnel Selection Staff at the War Office, rising to Field Rank. On demobilisation in 1945 he rejoined Gestetner, and in 1952 he was appointed Sales Manager of the Gestetner British Sales Organisation Headquarters in London, in 1959 to General Sales Manager, and in 1960 he was appointed Director of Gestetner Duplicators (B.S.O.) Limited. His attitude to life and business is shown in a quotation he used in his inaugural address as President of the Business Equipment Trade Association: "I am not afraid of tomorrow because I have known yesterday and I love today." Married, with three children, he lives near Kingswood, Surrey. As a hockey player of international standard he gained the unique distinction of playing for four counties—Middlesex, Yorkshire, Cheshire and Norfolk. A keen golfer with an 8 handicap, he is an enthusiastic member of two Surrey clubs, Walton Heath and Kingswood

EFFICIENCY IN BUSINESS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

How often have you ever seen a stopwatch inside an office? Until a few years ago, I should say, practically never; not often, now. But today the concept represented by the stopwatch, if not the somewhat controversial article itself, is filtering into the paperwork of British business much more than it ever did. Rather tactfully, perhaps—for though the shorthand-typist, for example, seldom has a trade union or shop stewards to object, she is a scarce, skilled worker well aware of her value and bargaining power—business is beginning to apply similar criteria of efficiency to the white-collar end of production to those it has to in the physical processes itself. Productivity, it is increasingly being realised, does not start and stop inside the factory entrance; what goes on in the office needs to be managed with equally measurable standards of effectiveness.

Three factors, perhaps, are at present contributing to this. The first is a slight but unmistakable change in the business climate: regardless of short-term fluctuations, stop or go policies, there is a general acceptance of the need to tighten up procedures all around business for what may, we hope, be a decade of faster growth but is certain to be one of sharper competition. Even with expansion, profits are not as easy to earn as they were: firms have to squeeze out areas of slackness anywhere that they find them inside the organisation.

The second, in a sense, is a by-product of moving office. The huge office-building boom of the last five years is today perhaps slowing down a little, but the number of companies whose office forces have been rehoused in the last few years must be very large indeed by comparison with any comparable period since, perhaps, the '20's. The sharp readjustment of property values has made it profitable to redevelop existing office building sites and fill in vacant space; on occasion, of course, it has necessitated moving large-scale office operations from the city centre to its periphery, or even splitting small top management offices from the much larger-scale general clerical and administrative operation.

Nothing changes one's ideas or way of living as much as changing house; it sets you re-examining anew all sorts of inconveniences and anomalies that you 've become used to accepting within the old familiar home. The same is very true in moving or rebuilding offices—particularly at a time when inflation has reminded business rather sharply of the value of the space that its white-collar operations occupy. The very process of sitting down with an architect to plan what your operating requirements will be immediately, in five years' time, in twenty years' time . . . this forces management to re-examine what its office operations are supposed to do, who has to communicate with whom, where the flows of paper, people and decisions are supposed to run, whether A really needs to be doing B in X kind of way because years ago it was improvised and accepted that way and there was no room to put his office where logically it ought to be. So the rather accelerated process of changing house through which many office forces have recently been going has automatically generated efforts to increase and standardise the efficiency of their operations.

The third factor is the steady improvement and diversification of machinery inside the office. The sheer investment in "plant and equipment" for offices, not factories, must now be approaching £75,000,000 a year inside Britain, quite apart from items such as office furniture and safes. The distinction between the factory worker as an operator of equipment and the office worker as a pen-pusher and ledger filler-in has disappeared: the "machinery of administration" has become far more than a figurative phrase.

Once large amounts of machinery become knit into the day-to-day operations of any office, they bring with them the possibility of, and indeed the need for, greater efficiency in its operations. Nobody, perhaps, is concerned with whether a typewriter is operating or idle;

A type of secretarial desk being completed at the works of G. A. Harvey at Greenwich

Part of the works at Margate of G. A. Harvey and Co. (London) Ltd. This works specialises in the manufacture of steel cupboards, clothes lockers and shelving

it is one of the minor appurtenances of a good or a bad shorthand typist or secretary. If an electric typewriter is there on a desk as a symbol of prestige, sooner or later someone will observe that actually the typing pool down the corridor could probably make better use of it. The duplicating section becomes too complex for ordinary typists to deal with: it acquires its own staff. Since one has to rent the Telex machine, it is a matter of value for money to check how much actual service one is getting for the service. Mechanisation breeds concern with the efficiency of operations.

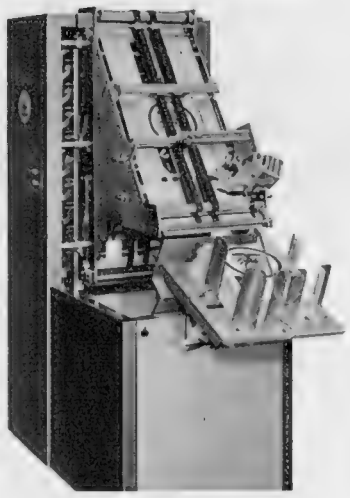
This point becomes far more obvious when one acquires the more complex machines of management. The punched card machines, the complex accounting machines, and finally the computer, require skilled and specialist operators who are too expensive to use in the versatile but often haphazard way that many traditional clerical workers operate. Here the office machine has acquired a "labour force" that needs organisation for output just as precisely as the factory workers who run machines that are often less complex and no whit more expensive as an investment. The computer, in particular, sits on and blurs the very frontier between office and factory. It may well become an essential machine for the day-to-day running of the productive operation; yet a vast amount of the information it collects and integrates in doing so has to flow out the other side, into the administrative and managerial structure. Whether "a programmer" is part of the accounting staff or of the toolroom becomes conceptually hard to sort out.

To this improvement of administrative efficiency the management consultants are now contributing a great deal; but well in advance of them, penetrating far more widely, come the actual machines themselves. The office machinery industry—which is just about to open its fiftieth national Business Efficiency Exhibition at Olympia—has for years had to sell procedures rather than machines alone. The growing complexity of the machines that it offers is matched by the expertise that its sales representatives are nowadays prepared to offer in analysis of a prospective customer's requirements and reorganisation of his departmental procedures. Competition is very sharp within the industry, with a variety of manufacturers offering different equipment for every kind of clerical or accounting operation, and the customer benefits from the makers' emulation: on the other hand, this is not a fragmented industry selling simply disparate items, and many equipment companies can offer a range of machines that complement each other and fit into all the interlocking departments of a business.

With this surge of attention to efficiency inside the office—and also with the sheer build-up of business administration since the war, in which the white-collar employment of industry has grown much more rapidly than the workshop labour force—office machinery has been one of the country's most consistent growth industries. Its factory deliveries in 1961 exceeded £100,000,000 for machinery and auxiliary equipment alone, with nearly 40 per cent. of this output being sold abroad. During the first half of this year, exports reached nearly £21,000,000, and in July they reached the highest monthly total in the history of the industry.

Ever since the war, this export level has been steadily growing, and widening its geographical spread. This development of greater efficiency for the white-collar worker—and, incidentally, more labour-saving—is one of the worldwide business trends of our time; and the scope still seems tremendous for the manufacturers who serve and promote it.

(See also following pages)



The extension instrument of the loud-speaking private automatic crossbar exchange system on the Standard Telephones stand. **Centre:** The powerful 17-in.-wide dyeline printer which has a speed of up to 40 feet per minute; made by Ilford Limited. **Right:** The Thomas Automat, which collates sheets at a speed of 30,000 per hour

FIFTY EXHIBITIONS

By **Mrs. S. S. ELLIOTT, M.B.E.,** *the Exhibition Director of the Business Equipment Trade Association*

As exhibitions organiser since 1948 for the Business Equipment Trade Association, sponsors of the fiftieth National Business Efficiency Exhibition, I know only too well the wealth of detail that requires careful supervision before a show of this magnitude can safely open its doors to public scrutiny. This year, with 164 exhibitors and an area of over 200,000 sq. ft., the exhibition will be the biggest ever mounted by the Association. By the time it opens a large body of workmen will have erected 125 tons of steel, 100,000 ft. of steel tubing, 12,000 fitments, 330,000 sq. ft. of muslin, 3 miles of pelmets and 1½ miles of fascias. These will have been followed by the wiring of 1,500 electric points, the installation of 2,500 fluorescent tubes as fascia lights and the erection of over 140,000 sq. ft. of raised platforms for the floors of the stands. The skeleton will then be ready for the erection of the various companies' own interiors.

The foundation-stone of much of this activity can be traced back to May 1920, when Britain's present £102,000,000 business equipment industry was no more than a struggling baby. For on that date, with the object of helping the baby to grow and prosper, the Office Appliance Trades Association (now B.E.T.A.) was formed. With its new backing the industry was quick to show signs of expansion. Its prestige, size and sophistication and its influence throughout the country and overseas have each year been faithfully reflected in the shop window provided by the Business Efficiency Exhibitions.

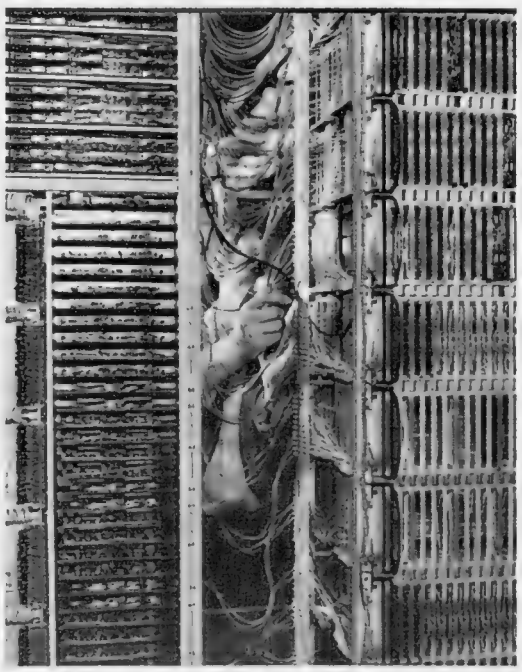
The first such exhibition staged by the new organisation, two years after its inception, was officially opened by Gordon Selfridge at the Central Hall, Westminster, in February 1922. A further B.E.E. was held the following September at the Free Trade Hall, Manchester, opened by Field-Marshal Earl Haig.

While both successful and encouraging, these exhibitions gave little forecast of the phenomenal success that was to attend them in the space of a few years. They were forerunners at a time before the public understood, or appreciated, as they now do, the extent to which their working lives could and would be influenced by the products on view and others still under design by the industry. Additionally, of course, many items of office equipment now used and taken for granted by directors and staff alike, had been neither heard of nor thought about as early as 1922.

It is difficult to pinpoint the origin of any particular field of activity and business equipment is no exception. For while 1920 saw the Association's formation into a body designed to promote, foster, and co-ordinate the activities of its members—then numbering 44 compared with well over 200 today—it was not the origin of business equipment itself nor even exhibitions of such equipment. The earliest records of exhibitions in this country relate to the days of the Phœnicians when they came to trade in Cornwall, stalls being set up in the market-places at which they exhibited their goods. While it can safely be assumed that these wares omitted office appliances, there is no doubt that such articles were put on show in 1902, a time when exhibition organising was still a rag and stick trade. In that year the Association of Business Organisers staged an "Exhibition of Business Organisers" in London, repeat performances being held in 1907, 1908 and 1909 at Olympia under the title, "Business Exhibitions."

This organisation was renamed "The Association of Business Equipment Manufacturers and Traders" in 1910, and in that year held an "L.S.D. Exhibition" (Labour Saving Devices) at Bingley Hall, Birmingham. A "Business and Advertising Exhibition" promoted by *The Organiser* magazine was also held in 1910 at Olympia. While the Birmingham exhibition was in session a number of Midlands managers and office appliance salesmen arranged a luncheon at the Y.M.C.A., Birmingham, for the purpose of "Giving each other tips on selling difficulties." As a result of their discussions birth was given, in 1913, to the Exhibitions of Business Systems Limited, shortly to be renamed "Management Exhibitions Limited." Before any of these tentative activities could bear fruit on a large scale, the First World War intervened, and it was not until 1920 that the final shape of things to come emerged.

(Continued on page 482)

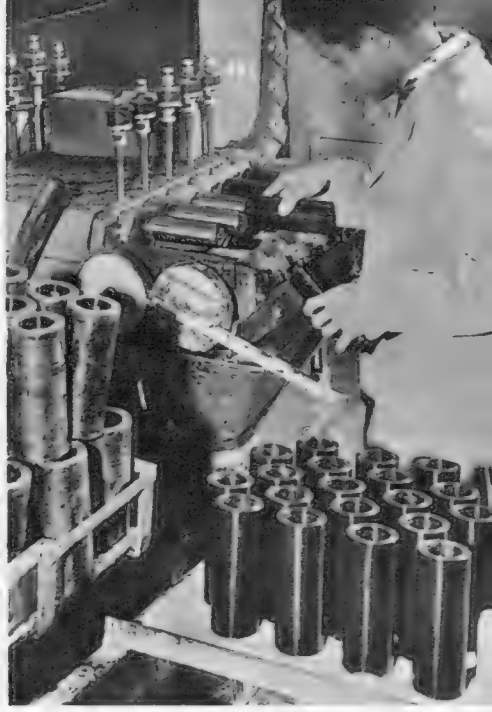


The core store memory of the I.C.T. 1301 computer is connected to the arithmetic unit

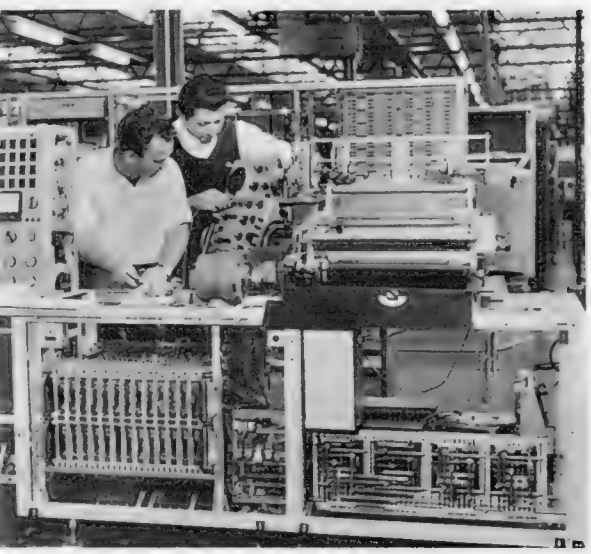
Looking back at Olympia: the Business Efficiency Exhibi stands in Olympia. **Right:** The "Business and Advert

Programming a Ferranti Atlas computer at Manchester University

The " Eyemaster," a multi-purpose filing system manufactured by Sankey-Sheldon



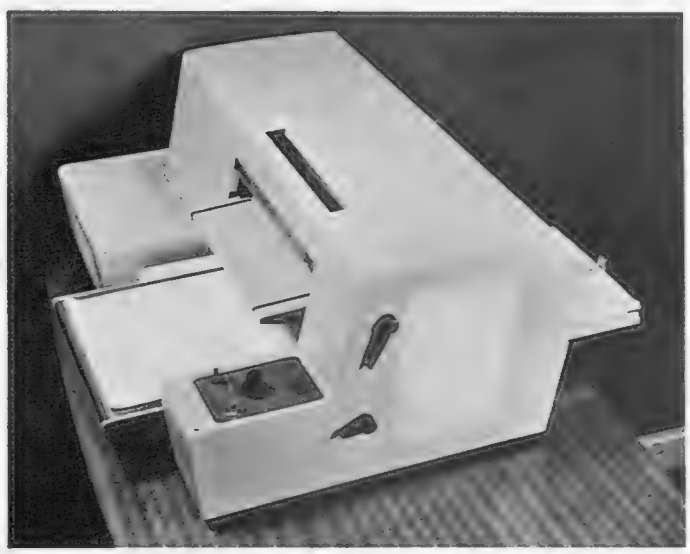
Rough shaving wax cylinders in the Dictaphone factory at Acton



The wiring of the connections between the control console and the output printer of the 1301 computer

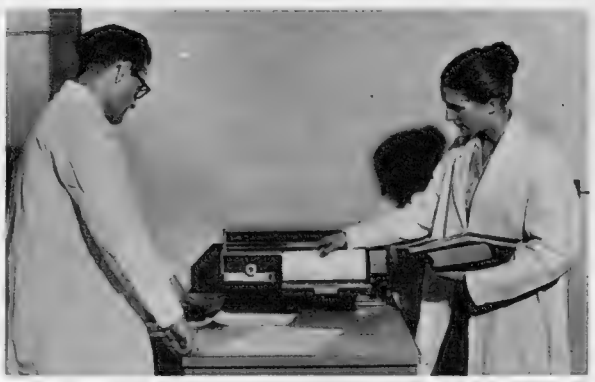
The Model 300, the latest Remington electric typewriter

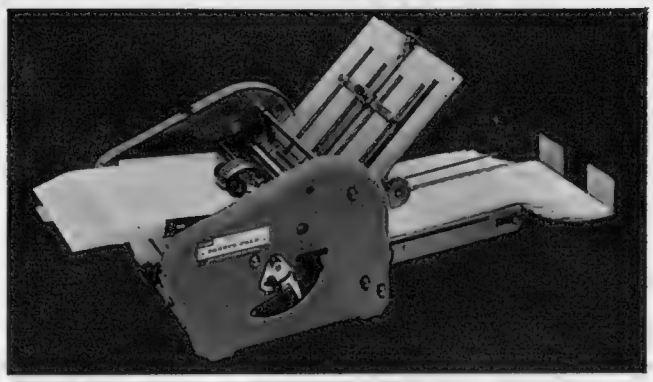
The Olivetti 84 all-electric typewriter



The Thermo-Fax Encore Automatic Model 31 copying machine which produces twenty-five identical copies in a minute at the touch of a button

957, showing the multiplicity of ition," held in 1910, also at Olympia





"Sten-C-Labl": address stencils that print direct on to cartons. **Centre:** The Rank Xerox W 914 office copier reproduces copies of statistics, graphs, charts and scientific and medical reports at the Chester Beatty Research Institute in London. **Right:** The Roneo-Neopost PF-4E electric table model paper folding machine

FIFTY EXHIBITIONS

(*Continued from page 480*)

From 1920—when the turnover of the industry was estimated at £250,000 and its exports virtually non-existent—until last year, when the industry sold 38 per cent. of its volume, worth £39,000,000, abroad, the Business Efficiency Exhibitions have seen a good few changes.

It was not unusual, for instance, to see at the earlier exhibitions the packing cases which had been used to convey equipment to the hall, up-ended, covered with brown casement cloth, and used as display counters. The venue of the exhibitions was varied, locations including Holland Park Hall, White City, Earls Court, and finally, in 1939, Olympia, where the show, due to open in September, had to be cancelled because of the war.

With the end of the war, a period described by Sir John Anderson as "Government Guidance of Private Enterprise" was to emerge. It was also a period in which, more than ever before, the vital necessity to export, became apparent. It was against this setting that the Association mounted its first post-war national B.E.E., opened by Sir Stafford Cripps at Olympia in October 1947.

There was little strikingly new at the exhibition in the way of office machines and systems. Most pronounced, however, was the significant change in emphasis of application since pre-war days, an emphasis that revolved primarily on production applications. The Association was careful to stress that this was not a selling exhibition, for the industry's order books were already heavily committed, particularly with export demands. Its main value lay in the educational field; for in the nine years that had elapsed since the previous exhibition was held, a new generation had entered industry and commerce. The juniors of 1938 had now, in many cases, become the managers of 1947 and it was imperative to demonstrate to them the great strides in the application of new techniques evolved since pre-war days.

It is hardly surprising at a time when the war-weary British public had not yet again become commercially conscious that there were only 37,000 visitors to the 1947 B.E.E. compared with 30,418 in 1928 and 41,348 in 1937. The measure of success of this or any other trade exhibition, however, does not rest solely with the number of persons attending, however welcome they might be. It can be measured only by the interest taken, and the firm orders resulting from the critical inspection of serious buyers. This, in turn, will influence the number of exhibitors represented if the show yields firm results to their competitors.

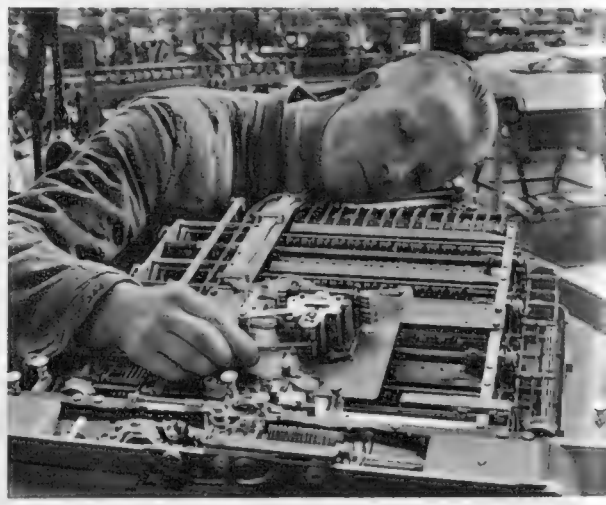
From 1947 onwards there has been a consistent rise in the number of exhibitors and the attendance figures at the national B.E.E.s held in London rose from 53 exhibitors and 37,000 visitors in 1947 to 156 exhibitors and 138,604 visitors in 1961.

There has now been, including this year's, a total of fifty national B.E.E.s (London, Birmingham, Manchester and Glasgow) and 170 regional ones, the latter held in smaller provincial centres throughout the U.K. once a year. Many distinguished public figures have, over the years, performed the opening ceremonies, among them the Duke of Northumberland, Mr. Peter Thorneycroft, Sir Miles Thomas, Lord Avon, Viscountess Rhondda and Sir Denis Lowson, to name but a few. Their company will be joined this year by Sir Frederick Hoare, the Lord Mayor of London, who will open the fiftieth national B.E.E. on October 1.

What of the future? It is always difficult if not downright hazardous to forecast trends of any sort. We can say with certainty, however, that in 1965, for the first time, we shall be having the additional space provided by both the Grand and the National Halls at Olympia for the B.E.E. The extra space provided will be both welcome and necessary. And it is a reasonably safe bet to assert that British industry as a whole will have an ever-increasing need for the products of our particular section if it is to maintain its efficiency in the office, and thus meet, at source, the challenge of fierce competition from abroad.

The "Facit" CA2-16 fully-automatic calculator with only ten setting keys

The Sweda 76 sales register, which has punch tape attachment



Assembling a National Class 31 accounting machine at a factory of the National Cash Register Co. Ltd.

"Shoebox," an I.B.M. experimental machine that does arithmetic on voice command

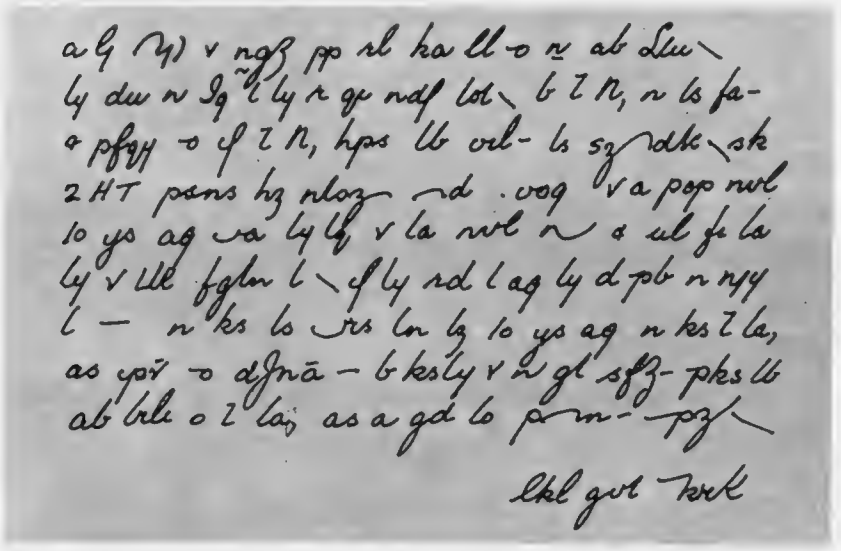
The Aga Type 2 Teledictation unit, launched at the exhibition

A Burroughs Series F.4000 electric accounting machine linked to an automatic reader

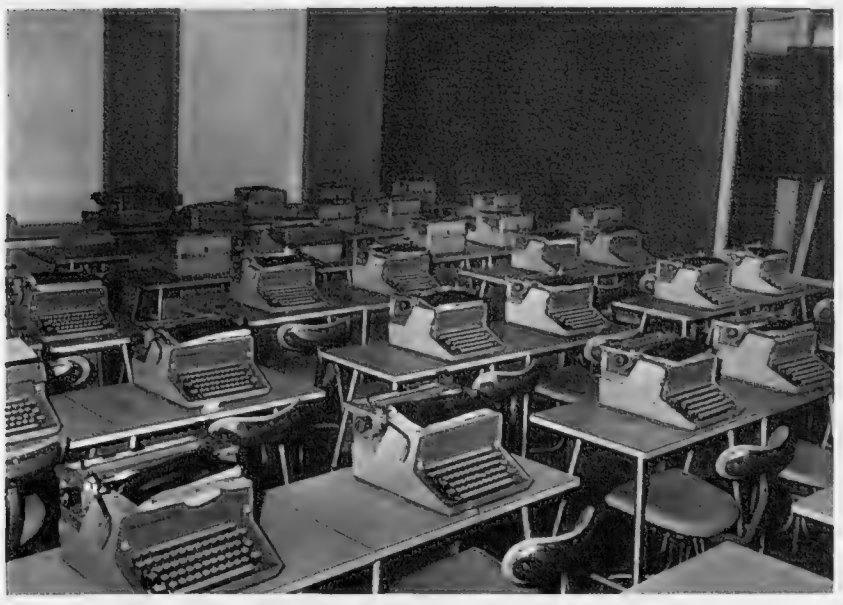
The central tape deck at the school from which dictation goes out through amplifiers

SPEEDWRITING COMES TO LONDON

The new London School of Speedwriting, in Oxford Street, was opened recently by Lady Lewisham, in company with Sir Miles Thomas. This comes at a time when there is an estimated shortage of some 100,000 shorthand-typists in Britain, caused, to a great extent, by the high percentage of failures on secretarial courses. The basis of the training to be given at the new school is the system known as Speedwriting, which is a shorthand using the twenty-six letters of the alphabet instead of specially devised symbols, and based on a phonetic system. The average time for training a secretary by this system is from six to eight weeks. In this time the student attains speeds of 80 to 120 words, well within the requirements of normal commercial practice. In the teaching methods used, the pupils will take recorded dictation from tape-recorders which are timed to their individual needs. The tapes are played on a central tape deck and heard through amplifiers in various classrooms. Note-taking from taped dictation occupies about seven-eighths of the course.



A sample of "speedwriting"



The typing-rooms at the school contain brand new Remington machines

INDUSTRY AND THE STOCK MARKET

EXTRA ENERGY

By "THE SPHERE" CITY CORRESPONDENT

Important new business for Britain's heavy engineers is promised in the massive new orders now being placed by the Central Electricity Generating Board. Over recent weeks a £15,000,000 contract for steam generating plant has been placed with John Thompson of Wolverhampton and Clarke, Chapman of Gateshead. Orders worth £14,000,000 for generating plant have been placed with C. A. Parsons of Newcastle-on-Tyne.

Even for these large companies, contracts of this size represent important new business. During the later '50's these heavy electrical engineering firms had their full share of problems: many reported falling profits and lower dividends. One major difficulty was losses on nuclear power contracts, in which all the large boiler and electrical equipment-makers were heavily committed. A second problem was excess capacity in electrical equipment throughout the world, notably in Western Europe and Japan.

But about six months ago signs of an improvement began to emerge. World demand for electricity started to catch up with manufacturers' capacity, while in Britain there is now closer control of margins on nuclear power work.

Speaking earlier this year, Sir Kenneth Hague told shareholders in Babcock and Wilcox there were reasons for cautious optimism. Sir Edward Thompson, reporting as chairman of the John Thompson group, forecast that 1962 results would be at least as good as those for the previous year.

The heavy electrical and ancillary industry falls into two sections. First, are the specialist boiler-makers, notably Babcock and Wilcox, John Thompson and, rather smaller, Clarke, Chapman. Alongside these companies stand the two specialist electrical producers, A. Reyrolle and C. A. Parsons.

Links between all these firms are traditionally close and Reyrolle, for example, have a share stake in Parsons. Both John Thompson and Parsons are linked with Associated Electrical Industries—respectively for nuclear power work and for the exchange of technical information.

Both Babcock and John Thompson, whose profits and dividends have suffered especially hard in recent years, now face more encouraging prospects. Babcock shareholders, who saw their dividend fall from 15 per cent. in 1956 to 9 per cent. in 1959, found 1961 results much more favourable than had seemed probable. Profits nearly doubled from £470,000, after tax, to nearly £900,000—although this is still a long way short of the £2,000,000 level that was being earned five to ten years ago.

Shareholders in John Thompson of Wolverhampton have experienced some of Babcock's problems, for in 1959-60 their dividend was cut from 20 per cent. to only 5 per cent. and profits of more than £300,000 gave way to a loss approaching £2,000,000. But in 1961, profits exceeded the 1959 level and the dividend was restored to 15 per cent.

Both Reyrolle and Parsons, by contrast, have avoided the sharp setbacks which affected Babcock and Thompson, and the electrical companies' shareholders have seen their dividends increase. Reyrolle's current rate of $9\frac{3}{4}$ per cent. compares with $8\frac{3}{4}$ per cent. in 1959, while Parsons' $12\frac{1}{2}$ per cent. rate contrasts with only $7\frac{1}{2}$ per cent. paid as recently as 1958. But both groups have recently found profits more difficult to earn.

Reyrolle's income fell by £200,000 to £1,350,000 last year, while Parsons' dropped much more sharply from £2,500,000 to some £1,400,000. Mr. H. H. Mullens, chairman of Parsons (he also heads the board of Reyrolle), stressed the competitive climate of trading. He also pointed out that 1961 results, though well below the previous year's record level, were much in line with those of earlier periods.

Clarke, Chapman and Company is a good deal smaller than either of the other two pairs of boiler- and equipment-makers. While the dividend has been held at an equivalent $13\frac{3}{4}$ per cent. since 1956, profits declined from £760,000 in that year to £240,000 in 1960. Last year, net income dropped again. Speaking last March, Mr. J. B. Woodeson warned shareholders that rising material costs and wage claims made it difficult to forecast the future. Pending guidance from the directors, it seems unlikely that the new Electricity Board contract can have any marked beneficial effect on profits for 1962.

For investors, both Babcock and Thompson will appeal for their recovery potential. There seems a clear prospect that Thompson will increase their current 15 per cent. dividend rate. The 5s. shares are one of the few equities still standing close to their 1962 peak level, offering a $4\frac{1}{2}$ per cent. return. Babcock ordinaries, too, stand only just below their 1962 high point, but yield some $5\frac{1}{2}$ per cent., or a full point more than Thompson. Babcock, one of the traditional "blue-chip" equity shares, seem the best all-round choice for investors attracted by the industry's expansion outlook.

Between the two electrical groups, yield differences neatly reflect the contrasting financial records. Reyrolle, showing small profit fluctuations and drawing some of its income from dividends, offers a little over 4 per cent. Parsons, whose profit movements have been rather sharper, yields $5\frac{1}{2}$ per cent. Clarke, Chapman, whose profits have steadily declined, offers some $8\frac{1}{2}$ per cent. Reyrolle is clearly the safest choice, with larger yields reflecting the City's estimate of greater risk.

GOOD LIVING

By Ganymede

One of the most important events of the wine trade is the annual tasting of French wines given in their cellars by J. L. P. Lebègue and Co. Ltd. Next week, once more, for three days these vast cellars under the arches of London Bridge Station will be the scene of this unique event. Lit only by hundreds of candles, on long rows of tables will be presented the finest and most representative collection of French wines imaginable.

This company specialises in the wines of France, and its strength must come from this specialisation. Even French visitors are amazed at this array, where the most famous French vineyards including those from Bordeaux and Burgundy are represented by the samples of their best and most interesting vintages for tasting. In the perfect setting of these cellars wine-buyers from all over Britain will gather again on this occasion.

Mr. Guy Prince, chairman and managing director of the firm, started the tradition of these annual tastings in 1950, when the British market was showing the first signs of the important, growing part wine was to play in our everyday lives. This created a precedent which had many followers, and although others have introduced similar annual tastings since, not one of them has succeeded in surpassing the original model. No one has so far equalled, let alone bettered, what Mr. Prince has to offer every year, in the charm of the setting, the range and quality of the wines shown and in the magnificence of his hospitality. Every day of the tasting culminates in a superb lunch adorned by the finest wines.

Since 1953 a preview lunch is given when Mr. Prince entertains about a hundred of what he calls his competitors—members of other leading firms of shippers. Ladies were originally not admitted on such serious occasions as a wine-tasting. Presumably it was felt that their chatter, and perhaps their perfumes, would disturb and distract from the serious business of tasting.

The head of Lebègue's did not fail to realise, however, that more and more ladies are taking a serious interest in wine, and made a startling innovation in 1956, when, for the first time, ladies were invited to the tasting on a special day set aside for them. They must have behaved well. Since then they have not been segregated. Ladies are now invited on the first day of the tasting together with the men.

The catalogue of next week's tasting—which, incidentally, is illustrated by delightful Emmwood cartoons guying the Common Market—is again as full of interest as ever. Naturally, for those experts in the trade, who are able to judge them, the wines of the last vintage will be of the greatest interest. The 1961 wines include sixteen clarets, nineteen red burgundies and Côtes du Rhône, not counting those chosen for special presentation, ten white burgundies and several Alsatian and Anjou wines. At other tables twenty-four clarets of the 1959, 1957 and 1955 vintage will be shown.

Guests sampling red burgundies at Lebègue's wine-tasting in 1961

Special groups include among the clarets the complete range of the last five years of two first-growth chateaux, Haut-Brion and Margaux (the 1960 and '61 not yet chateau-bottled, of course), a great collection of 1959 red burgundies and Côtes du Rhône, and another one of vintages '57, '55, '53 and '52. Lebègue have the sole British rights for shipping the fine Domain-bottled burgundies of the Romanée-Conti estate, and the 1961 vintage (not yet bottled) of Echézeaux, Grands Echézeaux, Richebourg, La Tâche and Romanée-Conti are to be the highlights of the tasting, as will be the same five vineyards of the 1957 vintage, and Grands Echézeaux and La Tâche of 1959.

Another speciality of the house, a fine range of Hospices de Beaune wines, bottled in France, and including some going back to 1947 (Richebourg and Chambertin, Clos de Bèze), will make another exceptional display for the tasting.

The white burgundies, other than the already mentioned 1961's, are mostly 1959 vintage, several bottled in France. The domain-bottled Alsatians of Château Weinbach, Kayserberg include both 1959 and 1961 vintage, and the same applies to the Loire wines. The outstanding feature of the white Bordeaux wines is the collection of the last five years of Château d'Yquem. The 1961 samples are bound to impress. Mr. Prince regards it a very fine vintage, on a par with the 1959, which, he feels, might have been given too much praise.

The new British Ford, the 4-cylinder Cortina

The interior of the new Cortina showing the generous amount of leg room. The new four-speed gear-box has synchromesh on all four gears. **Below:** An interior view of the new Taunus. (See also Courtenay Edwards, page 486)

These three Vauxhalls have changed people's ideas

This Victor has changed people's ideas about family saloons. It has set new standards in styling, comfort and easy maintenance. Well over 100,000 people have already chosen it. Join them, and you will find that good design speaks for itself—and for you.

VAUXHALL

VICTOR

£702·5·3 Victor Super £736.12.9. Victor de Luxe £798.10.3. All-synchro 3 or 4-speed gearbox. 12,000 mile lubrication interval.

The Victor has changed people's attitudes to estate cars, too. Thousands of motorists have bought their first estate car because this Victor is so unusually elegant and practical. The Victor takes all that room at the back in its stride; it really *likes* being an estate car.

VICTOR

ESTATE

£812·5·3 46½ cu. ft. load space with rear seat folded. 21½ cu. ft. with 5 adults. Low axle ratio. Heavy-duty tyres and springs.

All prices include Purchase Tax.

The VX4/90 has made motorists think again about 'performance' cars. It has shown that real liveliness and real luxury *can* go together in a roomy four-door saloon – and still give about 30 mpg. With extra power matched by extra safety the VX4/90 offers vivid motoring with the velvet touch.

VAUXHALL

VX4/90

£927·15·3 1.5 litres, 4 cyls., 81 b.h.p. Twin carburettors. Power-assisted brakes (disc at front). 4-speed all-synchro, floor-mounted lever.

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13–15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88–94, Old Kent Road, London, S.E.1.
SATURDAY, SEPTEMBER 29, 1962. Second-Class Postage paid at New York, New York.

MOTORING

A NEW ROVER COUPE

Two Ford family saloons from Dagenham and Cologne

By **COURTENAY EDWARDS**

A new coupé version of the 3-litre Rover, announced this week, will be included in the range of 1963 Rover models to be seen at the Paris Salon, which opens at the Porte de Versailles next Thursday. It has the same 6-cylinder engine as that which powers the Mark II 3-litre saloon, the output of which has been increased by 17 per cent. (to a b.h.p. figure of 134 at 5,000 r.p.m.) by fitting a new cylinder head and induction manifold.

Both saloon and coupé models have a top speed of well over 100 m.p.h. The coupé, which has four doors, has a roof line 2½ ins. lower than that of the saloon and the front and rear windows have been blended to match. The coupé is available with either a manual gear-box (with overdrive) or Borg-Warner automatic transmission. It has the same suspension as the saloon and power steering (optional on the saloon) is standard. A de luxe interior has individual seats, upholstered in prime quality hide, front and rear. There are thick pile carpets, African cherry wood on the fascia and doors, and the instrument binnacle contains speedometer and tachometer.

In both saloon and coupé models the new, close-ratio manual gear-box is controlled by a short lever centrally mounted on the floor. This replaces the former fascia-mounted lever which has been a feature of Rover cars. The handling of the 3-litre Rovers has been improved by lowering the suspension and fitting dampers of a new type.

The Rover 100 has been replaced by the Rover 110. It has the same 6-cylinder, 2,625-c.c. engine (increased in potency to the extent of 20 b.h.p. by the use of a "flowed" head) and is a 100-m.p.h. car. The other important change in the Rover range is the replacement of the 4-cylinder, 2,286-c.c. Rover 80 by the Rover 95, which has the 6-cylinder, 2·6-litre engine in a form developing 102 b.h.p. All Rover models have disc brakes on the front wheels.

The greatly-improved 1963 Rovers will cost a little more. The 95 is £13 more than the 80 on list price and costs £1,373, including tax. There is an increase of £20 in the basic price of the 110 (compared with the 100), which now costs £1,534. A rise of £37 on the list price of the manual 3-litre saloon gives an overall cost of £1,823. The new coupé costs £2,062 with manual transmission and £2,131 in its automatic form.

The new 3-litre Rover coupé, to be seen at the Paris Salon which opens next Thursday

With the announcement of two new 1·2-litre Ford family saloons—one from Dagenham (the Cortina, code name Archbishop) and the other from Cologne (Taunus 12M, code name Cardinal)—the economy car battle in Europe has been well and truly joined. This twin-pronged Ford attack, with five-seat cars of widely differing design but intended for the same kind of motoring at the same kind of cost, has been launched at that slice of the European car market where the demand is greatest, the rewards richest and the growth potential most promising.

Eighty per cent. of Europe's total car sales fall in either the 1-litre bracket (45 per cent.; cars between 850 c.c. and 1,200 c.c.); or in the 1½-litre category (35 per cent.; 1,200 c.c. to 1,600 c.c.). The fight for a major share of this lucrative market is getting fierce, for the new Fords will have to take on the new Morris, Renault, Simca and Opel models as well as the redoubtable Volkswagen.

The new British Ford is of pleasing shape and conventional design, with a 4-cylinder engine of 1,198 c.c. driving the rear wheels through a four-speed, all-synchromesh gear-box. The oversquare engine develops 48½ b.h.p. at 4,800 r.p.m. The Cortina does nearly 80 m.p.h. and accelerates from zero to 60 m.p.h. in 25 seconds with full load.

The makers—who have spent £12,000,000 over three years developing a saloon they describe as having big-car comfort with small-car economy—claim a touring petrol consumption of 38 m.p.g. The cheapest model—the standard two-door version—costs £639, including tax. The de luxe version costs £27 10s. more and the prices of the four-door models (which will not be available until November) are not yet known.

A central gear-change lever is fitted normally but a steering column control can be specified. With bench seat it costs £13 15s. extra. Other optional equipment includes heater (£17) and real leather upholstery (£17). Here are the prices of the cheapest models of some of the British cars with which the Cortina will be in immediate opposition: Morris 1100, £661; Austin A40, £620; Triumph Herald, £629; B.M.C. Mini, £496; Ford Anglia (which will continue in production indefinitely), £585.

The German Taunus has a 1,183-c.c. 4-cylinder engine driving the front wheels. It is Ford's very first f.w.d. car and the compact engine has a V-4 configuration with the two short banks set at an angle of 60 degrees. Independent suspension at the front uses wide-leaf transverse springs.

The Dagenham and Cologne variations on the 1·2-litre theme are remarkably similar in general dimensions. The Cortina is an inch longer, half an inch narrower and an inch lower. The wheelbase is 1½ ins. shorter and the track half an inch wider. The Cortina's turning circle is 3 ins. narrower. Top speed and petrol mileage are comparable; so is the size of the boots. The Cortina has 2 ins. more leg-room at the front and an inch more at the back; 1 in. less head-room at the front and half an inch more at the back.

I have driven the Cortina much farther than the Taunus and perhaps it is not altogether fair to make a straight comparison. My general impression, however, was that the Cortina is a livelier car, much easier to steer round corners and more comfortable to sit in, back and front. There is little to choose between two excellent gear-boxes and on balance I think the Taunus has better springing and holds the road better.

Exciting news for sports-car addicts: B.M.C. have replaced the 1·6-litre MGA two-seater by the MGB, which has a 4-cylinder engine of 1,798 c.c. developing 94 b.h.p. at 5,500 r.p.m. and a new body of sleek, modern appearance.

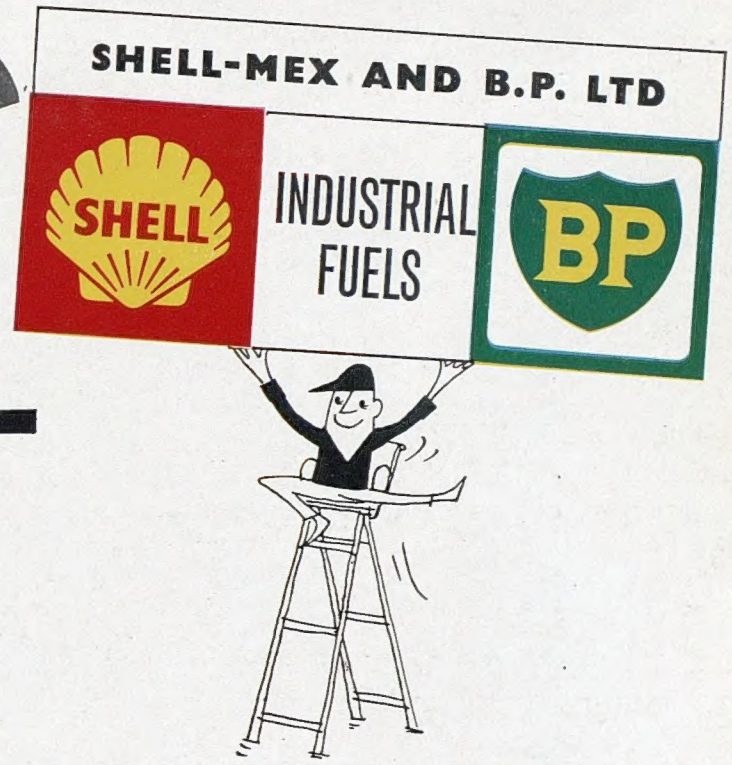
At 88·9 mm., the stroke of the new 1·8-litre motor is the same as in the 1,622-c.c. unit which has been superseded, but the bore has been increased from 76·2 mm. to 80·26 mm. Price of the latest MG is £950, including tax. That is £38 more than the MGA and an increase of £27 on list price. The 100-m.p.h. MGB is supplied with a "packaway" hood, detachable to allow use of the small seat at the back. This is obstructed when the more elaborate folding hood offered optionally is in the open position.

The pleasantly-styled body is of monocoque construction, the bonnet lid is made of aluminium and the windscreen is framed in the same metal. There is rack-and-pinion steering, bucket seats upholstered in real leather, winding windows with quarter lights, a lockable glove box, a cool air intake and a diaphragm-style clutch in the new fashion. I regret there is synchromesh on only three of the four gears.

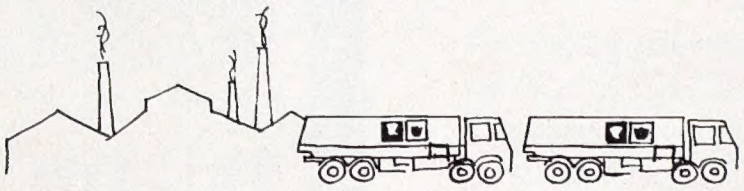
The MGB two-seater, which has a 4-cylinder engine

THE SERVICE IS TERRIFIC WHEN

INDUSTRY GOES



When you come to Shell-Mex and B.P. Ltd, for your fuel oils, you get much more than the well-known advantages of oil—lower labour costs, cleanliness, quick response and perfect control. You get the additional backing of a Technical Service which offers combustion efficiency testing, comparative fuel cost statement, and technical advice on oil storage and handling. Vantage to you! When industry goes for oil—industry comes to Shell-Mex and B.P. Ltd.



✳

AND INDUSTRY GOES TO SHELL-MEX AND B.P. GASES LTD FOR ITS LIQUEFIED PETROLEUM GASES PROPAGAS PROPANE AND BOTTOGAS BUTANE

5569

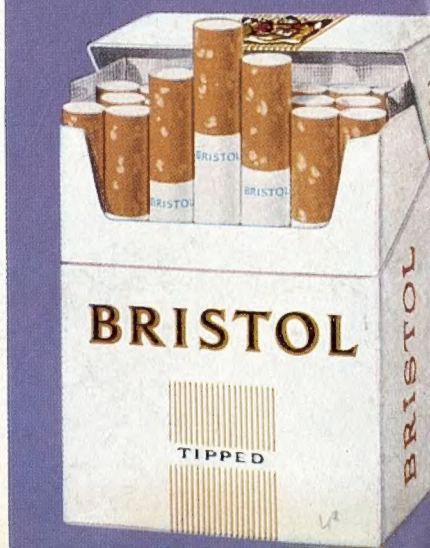
SHELL-MEX AND B.P. LTD, INDUSTRIAL FUELS DEPARTMENT, SHELL-MEX HOUSE, STRAND LONDON WC2 TEMple Bar 1234

Good things come from Bristol

–like Bristol glass and Bristol Tipped

You have to get quite a polish on a table before you dare lay out glass as good as Bristol Blue. It dates back to the eighteenth century, if it's genuine, and you must be very careful with it. By all means take your drink from it, however, and let your trusted friends do the same.

Similarly, a Bristol Tipped cigarette should be admired but smoked. You will be impressed by its feel and its flavour, because quality means as much in a cigarette as it does in glass. And from the eighteenth century's glass to today's cigarette, good things come from Bristol. Especially cigarettes by Wills.



W.D. & H.O. WILLS—A WORLD-FAMOUS NAME FOR FINE VIRGINIA TOBACCOS FOR NEARLY 200 YEARS

BC119